TELEPHONE PORTSMOUTH 29479
AT YOUR SERVICE 24 HOURS EVERY DAY
THANKS TO ANSAFONE
BROWNING'S
DRIVING SCHOOL
PRINCIPAL: R. E. BROWNING
M.O.T. A.D.I. Instructor
35 TELEPHONE ROAD
SOUTHSEA, HANTS

Navy News

The Newspaper of the Royal Navy and Royal Naval Association

FOR EXPERT TUITION
BROWNING'S
DRIVING SCHOOL
MOT ADI APPROVED
Home collection all areas
Special Rate of 25/- for serving Personnel including WRNS
PHONE: PORTSMOUTH 29479
24-Hour Answering Service

No. 204, 18th YEAR, JUNE 1971 | Published First Thursday of the Month | Price: 5p

Tot Fund joy for the Fleet

GRANTS PLAN SUCCESSFUL

Benefits of the Tot Fund are being enjoyed without delay by sailors afloat, through their Welfare Committee control of the block grants to ships.

All present at a meeting of Western Fleet Sailors' Fund representatives on May 10 reported general satisfaction throughout the Fleet with the working of the block grants system.

Welfare Committees who in the past have been accustomed to handling very small funds in an era when an extra uckers set or a new "strip" for the First XI was a major decision, now have wide opportunities for an imaginative outlook.

Already ships have embarked upon a variety of different sports and recreations previously beyond the pocket of the sailor. Foreign visits have been exploited more fully by the use of transport, subsidized entertainments, and the hire of other facilities ashore.

Sports "strips" have not only markedly improved in quality and appearance, but have become readily available to interpart teams.

Television service to mess decks has improved in quality, and ships coming out of long refits have been able to pay for essential recreational requirements immediately.

Spread of ideas

Some Welfare Committees are still being rather cautious, but they are going to get the help of ideas which have proved popular elsewhere.

In the case of long-term projects, ships have been assured once again that the current system of block grants would not be amended without at least two years' notice.

By general consensus, the Sailors' Fund meeting selected Master-at-Arms Cheyne and Leading Airman Wilcox as the Western Fleet representatives to attend the Sailors' Fund Committee meeting for the consideration of applications for grants.



OPERATING HARRIERS

"Guest space" was used to capacity aboard H.M.S. Ark Royal to accommodate all who wished to see the first Harrier operational trials.

There is world-wide interest in the aircraft, which has a high potential in the Royal Navy's future weaponry.

(More pictures P19).

DESTROYER ORDERS — MORE COMING

Two more Sheffield class Type 42 destroyers have been ordered by the Ministry of Defence from Cammell Laird, Birkenhead.

The first ship of this design, H.M.S. Sheffield, is being built by Vickers Ltd., at Barrow-in-Furness, and will be launched by the Queen on June 10.

Sheffield class destroyers will have a standard displacement of about 3,500 tons and will be powered by a combination of Tyne gas turbines for cruising and Olympus gas turbines for full power.

Armament will comprise the 4.5 in. Mark 8 gun, anti-submarine torpedo tubes, and the new Seadart surface-to-air / surface missile system. The ships will also carry the new twin-engined WG13 anti-submarine helicopter.

The Ministry announcement says it is planned to order further ships of the Sheffield class.



New Leander

The latest ship to join the Fleet is the new Leander class frigate H.M.S. Diomede, and the commissioning at Portsmouth on May 21 was marked by the presentation of a prancing horse, sculptured in bronze.

The sculptor was Lady Annette Yarrow, wife of Sir Eric Yarrow, chairman of the builders of the ship, Yarrows Ltd.

Lady Yarrow's hobby is sculpture, and her work is symbolic of one of the exploits of King Diomede of Argos. H.M.S. Diomede's badge depicts a prancing horse.

On the left, the commanding officer of the Diomede, Capt. J. D. E. Fieldhouse, is seen with Lady Yarrow and the sculpture.

Picture: PO Dave Morris

They can't make you...

". . . And just as he was due to be rated up, the ruling political party decided to disband the Royal Navy."

Just a fairy story, of course, but quite unexpected issues can blow up at election times, and sailors who fail to complete their registration forms automatically debar themselves from the right to express a view through the ballot box, however much they may find their interests affected.

Service voters have to register every year — and that means this year as well.

All who are eligible should receive registration forms on the first pay day in July (June payment for officers).

Wives living overseas with their husbands also come under the Service arrangements.

Securing voting rights necessarily becomes rather more complicated with a moving population such as in the Service, but there will be notices all over the place — in Daily Orders, Naafi's, community centres, and the like — to make certain that everybody knows what it is all about.

Nobody can be compelled to make a declaration. Every individual is given the right, and it is up to him whether he makes use of it.

ORDER FORM

To make sure the wife or the folk at home get a copy of Navy News regularly, it is only necessary to send the name and address with a cheque or postal order for £1.15 to "Navy News, R.N. Barracks, Portsmouth." This will ensure a year's supply by post.

If more convenient, fill in the order form on page 22 of this issue.

L. S. VAIL & SON

Chartered Surveyors & Estate Agents

SALES OF RESIDENTIAL PROPERTY
FURNISHED MANAGEMENT
FULL MORTGAGE FACILITIES

Agents to Leading Building Societies

4 HIGH STREET
GOSPORT
Tel. 83241

192 WEST STREET
FAREHAM
Tel. 4414/5
After hours Lee 79482

175 HIGH STREET
LEE-ON-SOLENT
Tel. 79794
After hours Stubbington 3781

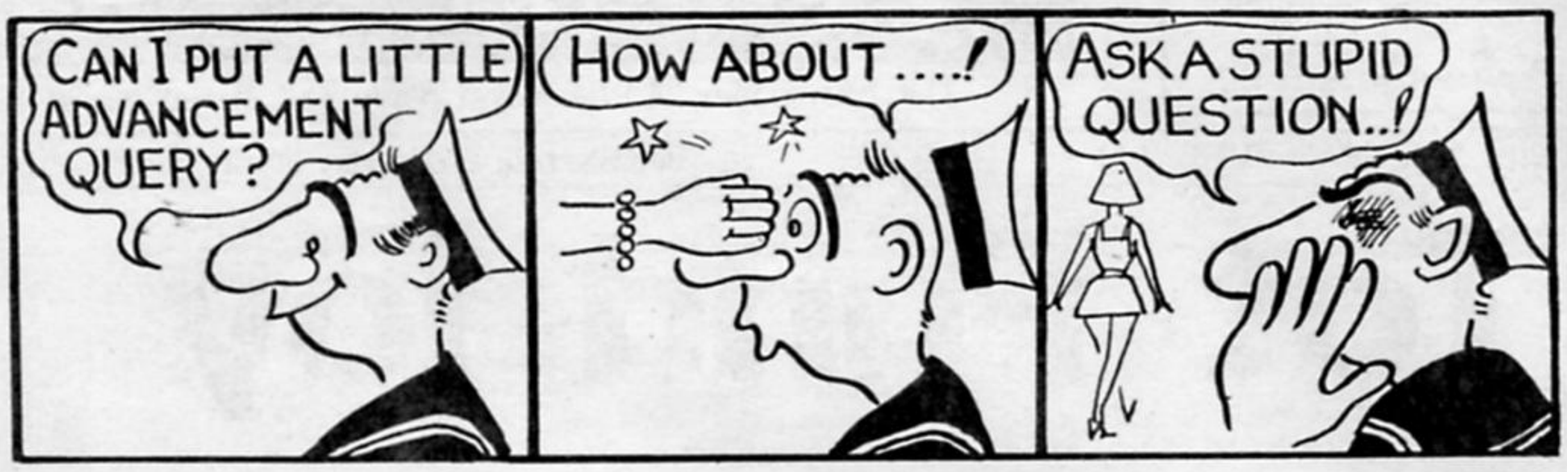
226 LONDON ROAD
WATERLOOVILLE
Tel. 3123
After hours Cosham 72526

DRAFTY'S CORNER

Drafty will always try to answer any drafting or advancement query. If you have a drafting problem that is worrying you, don't just let it niggle — ask your DO.

If he can't help, then he will help you to make out a B45b (Drafting Preference Request) and Drafty will do his best to answer your inquiry or meet your request.

Answers to your queries



The questions Drafty gets vary from general principles to individual queries. Here are some examples of the kind of questions which reach us frequently, and their answers:

SEAMAN (PETTY OFFICER)

Q. *How can I find out what chance there is of a job in the London area?*

A. Ask your Divisional Officer for a look at DCI (RN) 174/71. This gives the totals of all shore billets for every rate. You can see there are four posts for PO in the London area, with virtually no requirements for SQs. Therefore it does not matter which SQ you hold. Since there are about 1600 Seaman POs in the Navy, the chances are not good. Nevertheless someone has to go, and better a volunteer than a pressed man. However the moral is clear: Volunteer for the place you want, but make sure your second choice is sensible.

SEAMAN (ABLE RATE)

Q. *I have gained 12 months roster date adjustment from my former sea service. Why then am I going back to sea after only 10 months port service?*

A. The 12 months roster date adjustment is a method of positioning a man in order in the applicable rate and SQ. It is not an award of port service due. On a fast moving roster a man may achieve less than 12 months port service; equally on a slow moving roster he most certainly will get more than 12 months.

SEAMAN (ABLE RATE)

Q. *The Divisional Officer of a man serving in a ship raises the following query from AB "X." The man's estimated relief date is November 20, 1972, when the ship will be in the Mediterranean. He assumes Drafty will therefore relieve "X" either in October or in December when the ship will be in Portsmouth. "X" is a family man and would like to know which is the likely date so that he can plan for their child to be born when "X" would be at home.*

A. Drafty considered the case carefully and advised "X" to plan for a Christmas baby. (The ship will be in Portsmouth for leave period the previous March).

WEAPONS ELECTRICAL

Q. *I have received a draft order to Mauritius. The draft order says "Accompanied," yet the estimated relief date is 15 months after I am to join. Why the contradiction to Drafting Regulations?*

A. The word "Accompanied" is used to indicate that if married you may be accompanied if you so wish, but does not prevent the single man from taking up the draft. Nor does it prevent a married man leaving his family at home if necessary. The 15-month relief date is given because at the time of writing the draft order, Drafty does not know whether you will be accompanied and ensures that you will be relieved at the correct time if you are unaccompanied. Of course should you decide to be accompanied and Drafty is informed, the relief date is amended on drafting records to read 25 months after joining Mauritius. Make sure Drafty is told — especially if your wife joins you after a gap, or you get married on station.

WEAPONS ELECTRICAL

Q. *I have been selected as a candidate for Radio Mechanicians Course. When will I be drafted for the course?*

A. Candidates for Radio Mechanicians Courses are selected by H.M.S. Collingwood on completion of LREMs' and POREL's courses, and in certain cases on recommendations from commanding officers of sea-going ships. CND maintains a roster of these candidates in strict seniority of rating. At the moment there are 100 men in the roster of whom the top 20 are POREL's. The next course CND has to fill is in October, 1971. On this course there are ten places. The next course after that is in May, 1972, so obviously an LREM is best advised to pass the Provisional Professional Examination for A/POREL as soon as possible, and increase his chance of being selected for a course by jumping over the other LREMs who have not botherd to pass the PPE.

S & S (WRITERS)

Q. *Why can't I as a Leading Writer volunteer for sea service early out of turn and guarantee to get a sea draft?*

GETTING A SHIP 'OUT OF TURN'

A. Due to the slowness of the movement of the roster for sea service at the Leading Writer rate, and the desirability of the majority of these sea billets, Drafty is in the rare position of having more people of one particular rate ready to go to sea than there are billets available. In order to ensure that everybody will get his sea experience, volunteers are not usually considered until they reach the upper portion of the sea roster.

S & S (SAs)

Q *Why do stores senior rates (V) have longer ashore than stores senior rates (S) when the branch has technically amalgamated?*

A. Because there are fewer sea-going billets for (V) than for (S). This is now being resolved by cross-training senior stores rates (V) and (S) as they approach the top of the sea roster where the billets becoming vacant at sea require this to be done. This anomaly is being eliminated, but unfortunately it is taking time.

S & S (ABLE RATE)

Q. *Why can't I as an (Able Rate) S & S rating guarantee to get a ship when I volunteer for sea service early out of turn?*

A. *Junior S & S ratings having completed their course in the R.N.S.S., H.M.S. Pembroke, do continuation training in various shore establishments. On completion Drafty is required to get these juniors to sea as soon as possible. He must try not to allow ships to exceed 50 per cent. junior rate complement of "First time at sea men." But he is always interested in knowing the man who is prepared to go to sea at less than normal notice, i.e., the pier head jump volunteer. If you are interested please say so on a B45B Drafting Preference Request.*

MORE QUESTIONS

All questions from every branch cannot possibly be answered in a single article. It is therefore intended to include at least one question and answer in Drafty's Corner each month while there are sufficient questions of general interest to be answered.

The questions will be selected from different branches in an attempt to cover as many men as possible of different rating and SQ.

Next month, Marine Engineering Questions and Answers will be included with the regular article.

Diomede dialogue — with the C.-in-C.

When the Commander-in-Chief Western Fleet, Admiral Sir William O'Brien visited Portsmouth on April 21, he met members of the ship's company aboard the new Leander class frigate H.M.S. Diomede.

He is seen here sharing a joke with OEM Peter Howarth from Redruth (left), and LOEM Keith Davies from Llanelly (now living in Plymouth).

Picture: L/Wren Hilary Cramphorne.



Exchanges of drafts

The following ratings are anxious to exchange drafts. Anyone interested should write to the applicant direct.

R. Palmer. AB (GL2(A)). H.M.S. Exmouth, Home Sea Service. Chatham based. Will exchange for any Far East based ship or establishment, preferably Hong Kong (unaccompanied).

G. M. Beck. AB (QR2(A)). H.M.S. Drake (Berry Head L.R.P.) Port Service (over three months). Will exchange for similar job in Chatham (preferred) or Portsmouth areas.

A. Brearley. MEM 1 J.12 Mess, R.N. Barracks, Portsmouth (H.M.S. Kent L.R.P.). Will exchange for Leander or any type 14.

M. R. Watson. AB (RP2). H.M.S. Gurkha. Will exchange for any Portland Squadron or Portland-based or Portsmouth-based ship on H.S.C.

C. Mason. RO2(T). H.M.S. Osprey (FOST staff). Will exchange for draft to Scotland.

B. Sullivan. SA H.M.S. Daedalus (joined April 26 for "over six months"). Will change for draft to Scotland, Rosyth preferred.

H. J. Mason. MEM 1 (Scale A). H.M.S. Sultan. Being drafted to H.M.S. Drake (Berry Head L.R.P. over six months) July 5. Will exchange for similar draft in Portsmouth area.

F. Burge. OEM 1, H.M.S. Triumph. Being drafted to H.M.S. Drake (Hermes L.R.P.) August 16 for over six months. Will exchange for Hong Kong, shore base or ship.

C. P. McHugh. LOEM. S2H Mess, OE School, H.M.S. Collingwood. On draft to H.M.S. Mohawk, Sept 13, LRP at Portsmouth. Commissions April 1972 (GSS). Base port Devonport. Wishes to exchange for any foreign-going ship.

H. McFadden. R01(G). Central Alfa Index, H.M.S. Centurion. (Tel. ext. 2206 or 2207). On draft to H.M.S. Fife, September 7. Wishes to exchange for any other sea draft — ship heading East of Suez preferred.

M. Wadley. L Ck(S). 1 Mess, H.M.S. Eastbourne. Being drafted to R.N. air station Yeovilton, July 16, over six months. Will exchange for shore establishment in Devon.

Visit by Germans

The Federal German 3rd Minesweeping Squadron paid a four-day visit to Portsmouth in May.

Making up the squadron were the supply ship Offenburg and the fast minesweepers Skorpion, Schutze, Waage, Deneb, Jupiter, Pegasus, Atair and Wega.

New training ship

Princess Anne will name the training ship Royalist for the Navy League at Cowes on August 3.

AT YOUR SERVICE . . .

CURTISS & SONS, LTD

REMOVALS and WAREHOUSING
PACKING AND SHIPMENT

13 Clarendon Rd., Southsea
Telephone 21515

LONDON 13 Bramley Road, North Kensington PARK 4202

PLYMOUTH 13 Waterloo Street, Stonehouse 65159

CHATHAM 351 High Street, Rochester MEDWAY 43134

R.N. Uniform Serge Suits
£11.98
READY TO WEAR



Admiralty quality Serge at £16.80
The best value obtainable
Inspection invited without obligation

We carry stocks of all
Uniform Tropical Wear
at competitive prices
CASH, BANKER'S ORDER OR ALLOTMENT ACCOUNT

GREENBURGH BROS LTD
81/82 QUEEN ST., PORTSMOUTH
TEL. 26331
47 HIGH STREET, GOSPORT
BRANCHES AT DEVONPORT AND PORTLAND
AGENT IN SCOTLAND AND CHATHAM

GIRLS OF THE RESCUE SQUAD



Above: the clothes may be more functional and by no means as decorative as the outfit displayed in the picture on the right, but the girls in them are doing a mighty important job for the Royal Navy.

Leading Wren Linda Champion, of Tamworth, Staffs, and Wren Linda Marsh, of Nottingham, are seen in front of their aircraft of the Royal Navy's International Search and Rescue team.

At the Bournemouth and Southwest Boat Show the team gave a display of search and rescue which included winching from the sea.

The team is now in training for the 1971 International Search and Rescue competition at H.M.S. Daedalus.

. . . And Martine did her rescue act in French style

Charming Mademoiselle Martine came to the rescue of a party from H.M.S. Arethusa, engaged on an exped in ship's boats into deepest France while their ship was on a visit to the port of Lorient.

The party, led by Midshipmen Peter Norrington and David Chisholm, didn't actually have to carry their boats, but there were tricky moments shooting rapids, battling with strong currents, and edging over shallow sandbanks as they fought their way up the Blavet River to the start of the non-tidal Blavet Canal.

After that there were only 18 locks to negotiate before reaching their destination, Saint Nicholas, about 40 miles upstream.

Camp sites were easily found by the towpath and provisions bought at the villages along the way.

But there were language problems until Mademoiselle Martine came to the party's assistance at Saint Nicholas. In return for her help she was given a trip in the whaler, and joined in a refresher on Whitbreads.

It may not have been the Cote D'Azure, but the sun shone every day and all returned several shades browner than when they went.

Esbjerg visit

When H.M.S. Arethusa journeyed on to Esbjerg, the commanding officer (Capt. M. W. G. Fawcett) laid a wreath at the memorial to British airmen and others who gave their lives in the Second World War.

He laid another wreath at the memorial which commemorates the men of the town's 550 fishing boats who lost their lives at sea.

With Capt. Fawcett were the British Consul and a representative group from the ship's company.

Language-wise, the exped. members were "all in the same boat" until along came Martine, seen (below) with Midshipman David Chisholm (left) and RP3 Geoff Ward.



PRETTY GIRLS

The ceremony was the start of a pleasant four-day visit to the Jutland town, where most of the Danish inhabitants get their living from the sea . . . and where there seems to be more pretty girls per square mile than in any other part of Europe — except Britain of course!

With a 'cast' which includes John Wayne, Kenneth More, Clint Eastwood, Stanley Baker, Peter O'Toole and Anthony Quinn, the Royal Naval Film Corporation brings some of the cinema's biggest names to Navy screens in its latest batch of films for the Fleet.

Sellers sails around Hawn

LATEST FILMS FOR THE FLEET



Comedy stars Peter Sellers and Goldie (Laugh-In girl) Hawn pictured when they were filming "There's a Girl in my Soup."

If it's comedy you like; you have to agree that Peter Sellers and Goldie Hawn are among the brightest stars in the galaxy of screen hilarity.

Peter Sellers, whose great comedy talent has kept him at the top ever since those Goon Show days, and Goldie Hawn, ex-dancer who found fame in TV's "Laugh-In," are together in "There's a Girl in My Soup."

Sellers plays a TV personality of whom the film's synopsis says; "Sex is the sport at which he excels. If seduction ever becomes an Olympic event, he is a cert. for the gold medal!"

But, the manner in which he meets his "Waterloo" when he encounters a lovely 19-year-old American blonde is the theme of a story which made a successful West End play and enjoys the producing and directing talents of the Boulting brothers.

There's more comedy in "Kelly's Heroes," "Perfect Friday" (with the lovely Ursula Andress), and "The Last Warrior," with war drama in "Murphy's War," espionage in "Fraulein Doktor" and a generous helping of Western action in "Rio Lobo" which features that veteran of over 200 action-packed Western adventures, John Wayne.

HERE'S THE LIST:

Rio Lobo — John Wayne, Jorge Rivero. A big scale Western with a story full of tough action accompanied by plenty of simple humour. Excellent Western entertainment. (20th Century-Fox). No.877.

There's a Girl in My Soup — Peter Sellers, Goldie Hawn. An amusing sophisticated 'X' sex comedy. It has many funny situations and bright dialogue. (Columbia). No.878.

Fraulein Doktor — Suzy Kendall, Kenneth More, Capucine. A spy story of the first world war. It's an ingenious tale which brings in many side-issues, and the battle scenes are very well done. (Paramount). No.879.

Kelly's Heroes — Clint Eastwood, Telly Savalas. This war comedy has a mixture of spectacle, exciting action and, above all, highly amusing humour. (M.G.M.). No.880.

Perfect Friday — Ursula Andress, Stanley Baker. A crime adventure with a very ingenious plot, this is an amusing bit of invention with smart dialogue. (London Screen Distributors). No.881.

Murphy's War — Peter O'Toole, Sian Phillips. This war adventure is a mixture of drama, humour and action, plus suspense and some spectacular flying sequences. (London Screen Distributors). No.882.

The Last Warrior — Anthony Quinn, Shelley Winters. The subject of this comedy-drama is contemporary American Indian life. The outdoors action plus some simple but boisterous humour combine to make good entertainment. (Warner Brothers). No.883.

£24,750

A dream? or are your nightmares like these?

The "Skipper" steams midst countless **Wreques**
The "Buffer" dreams of filthy **deques**
The P.O.'s coupon has no **X**
The AB's nightmare is no **seques**
The poor Marine does endless **treques**
The 'L' gets strangled by his **fleques**
But ABBEY dreamers never **veques**
They just see rows of big fat **cheques**

Turn a bad dream into a realistic prospect

£24,750 in cash and big life cover at no extra cost could be yours for 25 pence per day net in an Abbey Property Plan if you start at age 25. For only £1.75 net per week! Start at age 18, and it could be £42,750.

Could you save a sum like this on your own?

Ped Letter Day 1971 607007

National Dream Bank

A.B.BEY Investor
Twenty Four Thousand Seven Hundred and Fifty pounds £24 750
A WISEMAN

A Wiseman

SEE BACK FOR COUPON



Amazon—a beautiful warrior

An artist's impression of H.M.S. Amazon gives an indication of her clean lines and handsome appearance. The ship, first of the Royal Navy's Type 21 frigates, was launched at the Southampton yard of Vosper Thornycroft Ltd., on April 26.

Tiger is put back again

H.M.S. Tiger, being converted at Devonport to a helicopter cruiser, has had her completion date put back again. The latest commissioning forecast says her trials will start in January, 1972, with commissioning the following May. Both are tentative dates.

The forecast is as follows:

JUNE

ENDURANCE (Ice Patrol Ship). June at Portsmouth. 50 per cent. of ship's company (R.M.). General Sea Service. Home/South Atlantic, South America. U.K. Base Port, Portsmouth.

TIGER (815 Squadron). Mid-1971 at Culdrose. 4 Sea Kings. General Sea Service. U.K. Base Port, Portsmouth.

BRIGHTON FLIGHT. June 14 at Portland. General Sea Service. One Wasp. U.K. Base Port, Chatham.

JULY

ANDROMEDA (GP Frigate). July. L.E.P. cooks and stewards replace U.K. ratings.

LINCOLN (A/D Frigate). July 9. Trials crew, Chatham. Port Service. U.K. Base Port, Chatham.

AUGUST

VIDAL FLIGHT. August 3, transfers to Hecate (tentative).

HYDRA (Survey Ship). August at Chatham. Foreign Service (Phased) Malacca and Singapore Straits L.E.P.(A). U.K. Base Port, Chatham.

RHYL FLIGHT. August 9 at Portland. One Wasp. General Sea Service. U.K. Base Port, Devonport.

ESKIMO (GP Frigate). August 2 at Chatham. Long refit party. Port Service.

LINCOLN (A/D Frigate). August 5 at Chatham. General Sea Service. U.K. Base Port, Chatham.

SEPTEMBER

CHICHESTER (A/D Frigate). September 6. Special refit complement at Rosyth. Port Service.

OCTOBER

GALATEA (GP Frigate). October 4 at Devonport. Dockyard Control. Port Service.

NOVEMBER

WISTON (CMS) November. Refit crew at Gibraltar. Port Service.

APOLLO (GP Frigate). November 26. Reduced trials crew at Glasgow. Port Service (building). U.K. Base Port, Devonport.

MOHAWK (GP Frigate). November 25. Trials crew at Portsmouth. Commissions April 17, 1972 (tentative). L.E.P. (A). U.K. Base Port, Devonport.

DECEMBER

RHYL (A/S Frigate). December 2 (tentative). Trials crew at Devonport. Port Service. U.K. Base Port, Devonport. Commissions end January, 1972.

BRIGHTON (A/S Frigate). December 2. Trials crew at Chatham. Port Service. U.K. Base Port, Chatham. Commissions February 17.

BRINTON (M/H). December at Rosyth. Home Sea Service. 4th M.C.M. Squadron. U.K. Base Port, Rosyth.

BRERETON (M/H). December at Rosyth. Home Sea Service. 4th M.C.M. Squadron. U.K. Base Port, Rosyth.

GAVINTON (M/H). December at Rosyth. Home Sea Service. 4th M.C.M. Squadron. U.K. Base Port, Rosyth.

HERMIONE (GP Frigate). December. General Sea Service. Captain's Command with full staff. U.K. Base Port, Portsmouth.

JANUARY 1972

TORQUAY (A/S Frigate). January 6. Trials crew at Chatham. Port Service. U.K. Base Port, Portsmouth. Commissions April 6.

COMMISSIONING FORECAST

TARTAR (GP Frigate). January at Portsmouth. Long refit party. Port Service.

MONKTON (CMS). January at Devonport. Local Foreign Service.

BOSSINGTON (M/H). January at Portsmouth. Home Sea Service. 2nd M.C.M. Squadron. U.K. Base Port, Portsmouth.

HUBBERTSON (M/H). January at Portsmouth. Home Sea Service. 2nd M.C.M. Squadron. U.K. Base Port, Portsmouth.

RHYL (A/S Frigate). End January at Devonport. General Sea Service. Home/East of Suez/Home. U.K. Base Port, Devonport.

APOLLO FLIGHT. Early 1972 at Portland. General Sea Service. One Wasp. U.K. Base Port, Devonport.

ARIADNE FLIGHT. Early 1972 at Portland. General Sea Service. One Wasp. U.K. Base Port, Devonport.

TIGER (Cruiser). End January (tentative). Trials crew at Devonport. Port Service. U.K. Base Port, Portsmouth. Commissions May.

EXMOUTH (A/S Frigate). January/February. L.E.P. cooks and stewards replace U.K. ratings.

FEBRUARY

PUMA (A/A Frigate). February 7. Base Port changes to Portsmouth.

BRIGHTON (A/S Frigate). February 17 at Chatham. General Sea Service. Home/East of Suez/Home. U.K. Base Port, Chatham.

PENELOPE (GP Frigate). Mid-February at Chatham. Long refit party. Port Service.

MATAPAN (Destroyer). February 24 (tentative). Trials crew at Portsmouth. Port Service. U.K. Base Port, Portsmouth. Commissions June 30 for AUWE trials.

APOLLO (GP Frigate). February 25. Trials crew at Devonport. Port Service. U.K. Base Port, Devonport. Commissions April, 1972. Captain's Command.

MARCH

WISTON (CMS) March. Trials crew at Gibraltar. Port Service.

APRIL

TORQUAY (A/S Frigate). April 6 at Chatham. Navigational and MEO training. Home Sea Service. U.K. Base Port, Portsmouth.

LEANDER (GP Frigate). April (tentative). Trials crew at Devonport. Port Service. Commissions June (tentative).

APOLLO (GP Frigate). April (tentative) General Sea Service. Captain's Command.

MOHAWK (GP Frigate). April 17 (tentative) at Portsmouth. General Sea Service. Home/East of Suez. L.E.P. U.K. Base Port, Devonport.

MAY

KENT (GM Destroyer). May 4 Trials crew at Portsmouth. Port Service. U.K. Base Port, Portsmouth. Commissions August 31.

BACCHANTE (GP Frigate). Base Port changes to Chatham.

ARIADNE (GP Frigate). May at Glasgow. Reduced trials crew. Port Service. U.K. Base Port, Devonport.

TIGER (Cruiser). May (tentative) at Devonport. General Sea Service. U.K. Base Port, Portsmouth.

JUNE

LEANDER (GP Frigate). June 8 at Devonport. General Sea Service. U.K. Base Port, Devonport. Captain's Command with full staff.

NUBIAN (GP Frigate). June 15. Trials crew at Rosyth. Port Service. LEP(A). U.K. Base Port, under consideration. Commissions September 7.

MATAPAN (Destroyer). June 30 at Portsmouth. Home Sea Service. AUWE trials ship. U.K. Base Port, Portsmouth.

ENDURANCE (Ice Patrol Ship). June at Portsmouth. 50 per cent. of ship's company. (R.M.). General Sea Service. Home/South Atlantic, South America. U.K. Base Port, Portsmouth.

JULY

TRIUMPH (Fleet Maintenance Ship). July. C. and M. party at Chatham. Port Service.

LONDON (GM Destroyer). July. Long refit party at Portsmouth. Port Service.

AUGUST

KENT (GM Destroyer). August 31 at Portsmouth. General Sea Service. Home/Med. U.K. Base Port, Portsmouth.

SEPTEMBER

ARIADNE (GP Frigate). September. Trials crew at Devonport. Port Service. Commissions December.

ZULU (GP Frigate). September. Long refit party at Rosyth. Port Service.

NUBIAN (GP Frigate). September 7 at Rosyth. General Sea Service. Home/West Indies. U.K. Base Port, under consideration. L.E.P.

DECEMBER 1971

ONSLAUGHT — at Devonport. Final manning date, December 3.

MAY 1972

NARWHAL — at Chatham. Final manning date, May 19, 1972.

Drafting preference cards for Electrical branch volunteers for Onslaught are required by early June: for Narwhal, mid-December.

Volunteers for other branches are required not later than one month after the Electrical branch volunteers.

Submarine drafting

The final manning date is the date when the whole crew will be complete. Drafts will start arriving four months before the final manning date.

SOUTHDOWN/TRIUMPH COACHES

WEEK-END LEAVE

Operate the following Official Express Service for Service Personnel EVERY FRIDAY

	£		£
LEEDS	3.40	SALISBURY	0.65
BRADFORD	3.25	WORCESTER	1.80
HUDDERSFIELD	3.10	GLOUCESTER	1.70
SHEFFIELD	2.70	READING	0.80
NOTTINGHAM	2.40	PORTLAND	1.15
LEICESTER	2.05	PLYMOUTH	2.20
NORTHAMPTON	1.60	NEWPORT	1.65
LIVERPOOL	3.20	CARDIFF	1.85
MANCHESTER	2.95	SWANSEA	2.15
NEWCASTLE-UNDER-LYME	2.60	LONDON from PORTSMOUTH	0.90
STAFFORD	2.40	LONDON from GOSPORT	1.00
WOLVERHAMPTON	2.10	LONDON from H.M.S. COLLINGWOOD	0.95
BIRMINGHAM	2.05		
COVENTRY	1.75		
WARWICK	1.60	Pay Weeks special services to:	
BANBURY	1.40	Newcastle-on-Tyne	4.65
OXFORD	1.15	Sunderland	4.50
BRISTOL	1.30	Stockton-on-Tees	4.15

N.B. To all ships visiting Portsmouth: Special facilities to meet your particular travelling requirements can be organized at short notice. *Write, phone or call*

SOUTHDOWN MOTOR SERVICES LIMITED

Hyde Park Road, Portsmouth Tel. 22311

P.O. Box Navy 1
Abbey Life Assurance Co. Ltd.
Friars House
39/41 New Broad Street
London EC2M 1NN

Name

Address

Married or Single Age

I would consider a weekly investment of

This cheque is your dream, isn't it? How does it feel to hold it?
This coupon could turn your dream into reality!

(see other side)

Steptoe — any offers?

Vidal on market

After being almost a resident of the Gulf for several years, H.M.S. Vidal finally left Bahrein on May 17 to return to the United Kingdom for "scrap or disposal."

As she slipped away from the jetty at Mina Sulman a streamer was unfurled from the flag deck bearing the legend "For sale apply within." (It was, at the time of writing, too early to say whether there had been many bids from wealthy locals!)

Opportunities to view this highly desirable property (picture below), and also for wives and girl friends to reclaim their males, will be given at Chatham in August after Vidal has completed further surveys including several weeks work in the area of the Seychelles.

The Vidal's work in bringing up to date charts of an area in which hydrographic information is often sparse or out of date, has been a vital contribution to the opening up of this increasingly important waterway on which vast tankers are daily carrying millions of tons of oil to all parts of the world.



SHIPS OF THE ROYAL NAVY No. 187

Sea wars and slave traders

The first H.M.S. Rapid, a 12-gun 177-ton brig built at Topsham in 1804, fought in the wars against France and was sunk in action off Lisbon in 1808.

The same year, the second, a 200-ton sloop of 16 guns, was launched at Topsham. Sold in 1814, she was followed by a Portsmouth-built sloop of 230 tons and 10 guns which served from 1829 until she was wrecked off Crete in 1838.

The fourth Rapid, a 320-ton brig of 10 guns, was built at Portsmouth in 1840 and employed mainly in the suppression of the West African slave trade until she was sold in 1856.

The fifth was built at Deptford. A screw sloop of 700 tons and only three guns, she served in the Mediterranean from 1860 to 1880.

GUARDSHIP

In 1883 the sixth Rapid, a 12-gun sloop of 1,420 tons, was built at Portsmouth. She was employed as a guardship at Gibraltar until the outbreak of war in 1914.

The seventh was built by Thornycroft in 1916. A 1,033-ton torpedo boat destroyer armed with three four-inch guns and torpedo tubes, she saw war service with the Grand Fleet in the North Sea, and was sold in 1927.

H.M.S. Rapid, a 28-year-old veteran still sprightly enough to claim — "Rapid by name, rapid by nature."



The crippled warship was virtually at the mercy of the Japanese guns. Badly damaged in an engagement with a shore battery, she had suffered many casualties and a complete loss of power.

Ship they didn't sink

But she was towed clear of the enemy fire, and, after only two hours, was able to proceed under her own steam on one boiler at 20 knots.

A few months later the ship had the satisfaction of taking part in the re-occupation of Singapore after the final Japanese surrender.

Today, that same warship is still fulfilling an important role for the Royal Navy as a training ship based at Rosyth.

Her name is H.M.S. Rapid, and she is still vigorous enough to claim the unofficial title of the fastest destroyer / frigate in the Royal Navy — a claim which should be challenged in the Forth next month by another veteran, H.M.S. Cavalier.

"Rapid by name and rapid by nature" is the cry from her commanding officer, Lieut.-Cdr. Bill Kelly, and the ship's company.

The Rapid started life in 1943 as an Emergency List destroyer. Completed in February that year she went straight into service with the Home Fleet, and, that April, sailed as escort for a Middle East troop convoy.

Except for a short refit in 1944 she remained operational for the rest of the war, serving in the Far East against the Japanese.

She was a convoy escort and subsequently supported the 14th Army in the bitter Arakan offensive in Burma, in landings against isolated Japanese outposts and shipping sweeps against Japanese supply and warships.

At the end of the war the Rapid returned to the U.K. to recommission in 1946 for service with the Rosyth Escort Force. She was in Scotland for four years, engaged in operational training and exercises, before transferring to the Portsmouth Flotilla.

In Reserve

In 1951 the ship paid off and when her conversion to a fast anti-submarine frigate was completed in 1953 she was placed in the Reserve.

Although the Rapid was on the sales list in 1965 and in March, 1966, carried out speed trials in the Solent in prospect of transferring to the Ecuadorian Navy (the deal was not effected) this was not to be the end of her Royal Navy career.

After 13 years in Reserve, the Rapid was steamed to Rosyth late in 1966, and a short conversion (removing guns, anti-submarine weapons and sonar, and converting the two mortar handling rooms into classrooms) prepared her for a new lease of life.

In May, 1967, the ship recommissioned as a tender to H.M.S. Caledonia at Rosyth to provide practical training afloat for engine room artificer apprentices.

She goes to sea almost daily during the Caledonia term, giving apprentices a busy routine of entering and leaving harbour, manoeuvring in the Firth of Forth, flashing up and shutting down boilers and operating other machinery during the five-week auxiliary machinery course which comes during their last term at Caledonia.

At the end of the course the vast majority obtain their Auxiliary Machinery Certificate.

The Rapid's programme normally allows for two visits away from Rosyth each term.

As a secondary task, one-week practical seamanship courses are run as part of the basic training of junior seamen, about 20 going "through the mill" each week.

During a typical three-month training period 200 junio seamen, junior apprentices, an 80 E.R.A. apprentices ar trained, and some six E.R.A 2nd Class obtain their un watchkeeping certificates.

Without guns, anti-submarin mortars or radar (except 'X band navigational radar) the con verted H.M.S. Rapid (standar displacement 2,200 tons) i rather different from the H.M.S Rapid which saw such war ser vice in the Far East. But sh still has an important job for th Royal Navy of today — an tomorrow.

PHOTO POSTCARDS

Postcards of H.M.S. Rapid or any other ship in this series are obtainable from Navy News, Dept. PC, R.N. Barracks, Portsmouth, PO1 3HH, price 5p each (50p per dozen, stamps, postal order or cheque).

A standing order for the supply of each new card on publication for 12 issues can be arranged on receipt of postal order or cheque for 70p.

Albums to hold 64 Navy News postcards are 50p each (including postage).

Other ships in this series are:

Abdiel, Acheron, Adamant, Agincourt, Aisne, Albion (Pre Mod), Albion (Mod), Alderney, Andrew, Andromeda, Apollo, Arethusa, Ark Royal (Pre Mod), Ark Royal (Mod), Armada, Ashanti, Auriga, Barrosa, Beagle, Bermuda, Berry Head, Berwick, Blackpool, Blake (Mod. and Pre-Mod.), Brave Borderer, Brighton, Britannia, Bulwark, (Pre Mod.), Bulwark (Mod.), Cachalot, Cambrian, Camperdown, Caprice, Carron, Carysfort, Centaur, Chevron, Chichester, Cleopatra, Corunna, Cumberland, Dainty, Dampier, Danae, Daring, Dartington, Defender, Devonshire, Diamond, Diana, Dido, Dreadnought, Duchess, Dundas, Eagle (Mod.), Eagle (Pre Mod.), Eastbourne, Echo, Endurance, Engadine, Eskimo, Explorer, Excalibur, Exmouth, Falmouth, Fearless, Fife, Finwhale, Forth, Galatea, Gambia, Girdle Ness, Glamorgan, Glasgow, Grafton, Grenville, Gurkha, Hampshire, Hardy, Hartland Point, Hecate, Hecla, Hermes, Hermione, Hydra, Intrepid, Jaguar, Juno, Jutland, Jupiter, Kent, Kenya, Layburn, Leander, Leopard (Mod.), Leopard (Pre Mod.), Lincoln, Lion, Liverpool, Llandaff, Loch Fada, Loch Killisport, Lofoten, Loch Lomond, London, Londonderry, Lowestoft, Lyness, Lynx (Mod.), Lynx (Pre Mod.), Maidstone, Manxman, Minerva, Mohawk, Mounts Bay, Murray, Naiad, Newcastle, Newfoundland, Norfolk, Nubian, Oberon, Ocean, Ocelot, Olwen (formerly Olynthus), Orpheus, Isiris, Palliser, Penelope, Proctor, Plymouth, Porpoise, Puma, Reclaim, Redpole, Relentless, Resolution, Revenge, Rhyl, Roebuck, Rothesay, Russell, Salisbury (Mod.), Salisbury (Pre Mod.), Scarborough, Scorpion, Sealion, Sheffield, Sidlesham, Sirius, Striker, Stromness, Taciturn, Talent, Tartar, Tenby, Theseus, Tidesurge, Tiger, Token, Torquay, Triumph, Troubridge, Trump, Tyne, Undaunted, Undine, Ursa, Valiant, Vanguard, Vidal, Virgo, Virago, Wakeful, Warrior, Warspite, Whitby, Woolaston, Yarmouth, Zest, Zulu.

Malcolm's final fling

On her last foreign visit before paying off for disposal, H.M.S. Malcolm went to Aalborg in Denmark, where the visit of a British warship is an annual event. As the 1970 caller was H.M.S. Norfolk, the Malcolm had to compete with a big reputation.

The town, with its profusion of restaurants, organized conducted tours of the surrounding district, and the Danish Aquavite Distilleries, proved an ideal place for the ship's company's final "run ashore."

RESISTANCE

During the visit a column of naval officers, interspersed with robed civic dignitaries, each with his left hand on the right shoulder of the man ahead and singing "Auld Lang Syne," paraded through the city centre.

This was the initiation of the officers into the "King Christian IV Brotherhood," a wartime resistance society. The initiation was taken seriously and carried out thoroughly, with the final ceremony in the wine cellar used for meetings during the war.



H.M.S. Malcolm — Aalborg, Denmark, was her last foreign visit before paying off for disposal.

A Naafi Budget Account



is essential to the Service man – or woman

You can open an account with the minimum formality, arrange payment by naval allotment, banker's order or Giro and get immediate and continuous credit of up to eight times your monthly payment. And that's it. No deposit is necessary with successive purchases

You can use your budget account to buy uniforms, civilian clothing and anything you choose from the fully illustrated annual Naafi Catalogue or the Naafi Sports Catalogues – gifts for every member of the family, electrical and other equipment for the home, electric razors, watches, cameras, record players, tape recorders, radios, bicycles for children and adults, motor car accessories, electric drills, nursery equipment, toys by famous manufacturers, prams . . .

Monthly payments: minimum **£2** *maximum* **£10**

MAXIMUM CREDIT NOW £80

with monthly payment of **£10**

Full details from your canteen manager

1921 NAAFI GOLDEN JUBILEE 1971

MINISTER STEERS THE SHIP–AT 30 KNOTS!



Mr. Peter Kirk, Under Secretary of State for Defence (Navy), driving one of the new Royal Marine raiding craft at 30 knots in Plymouth Sound.

The Minister was visiting the Commando forces commanded by Major-General P. J. F. Whiteley, and later saw demonstrations of Commando organization and capabilities at the camp of 41 Commando at Bickleigh.

Letters to the Editor

Cheapest route is the free one

Any self-respecting traveller will tell you that the most obvious and well-worn route from Portsmouth Harbour to Newcastle-upon-Tyne by rail is via Waterloo and Kings Cross. At least I have always thought so. Now I'm not sure.

Today I presented my free leave travel warrant at the Harbour Station, and in return I received a ticket to Newcastle — via Reading!

It appeared that an eror had been made, so I challenged the booking clerk. He explained that the ticket was correct, because "Navy instructions" require a ticket by the cheapest route to be issued.

Needless to say, I agreed to pay the excess charge for free travel by the usual route. So much for "free travel." Once more we receive with one hand, and have to return with the other.

Second Leave.

Gosport, Hants.

It is understood that the Navy is very actively pursuing this niggle, which is tainting the whole idea of the free travel arrangements. — Editor.

Another Amazon

I was most interested to read about the launching of H.M.S. Amazon (May issue).

I commissioned the ship of the same name in 1911 at Chatham as an AB ST under the command of Lieut-Cdr. Oliphant and joined the 1st Flotilla at Harwich under the command of Commodore Arbuthnot.

She was also a destroyer and was built at Thornycroft's Woolston yard. I am now in my 85th year, having joined the Navy in 1903.

Thomas Coote.

Paignton, Devon.

That day the White Ensign was seen at Easter

On the back page of the April issue you headlined a story "Dainty Bell on Bounty Isle," and went on in a reference to Easter Island to say that "probably the White Ensign had not been seen there since 1909."

Now, during the 1914 war I was serving in the Pacific Fleet in H.M.S. Otranto (armed Orient Co. liner), along with H.M.S. Kent, H.M.S. Newcastle, and H.M.S. Orama (another armed Orient liner).

After seven months of patrolling the South American coasts, the time came for us to refit, for which we had to go across to Sydney, N.S.W.

We left South America on Monday, Dec. 20, 1916, and after having Christmas Day at sea, arrived at Easter Island on Sunday, Dec. 26, at 11.30 a.m. It is true that we were there only a short while, and again resumed the journey to Sydney, but the White Ensign was flying then.

I have taken the dates from my log book which I made of the whole commission, and which I still have.

John H. Millard
(ex-R.N.V.R.)

London, E.1.

IT'S THE ADMIRALS THAT 'FLY'!

In January's issue of Navy News, you had a picture of H.M.S. Antrim below which you said: "H.M.S. Antrim enters Portsmouth Harbour flying the Red Ensign."

Is it not correct that in the Royal Navy flags are worn, and not flown?

A.B. Muir
(Sea Cadet Corps)
Bangor, Co. Durham.

Bearing up under shattered pride, we have to admit you're right lad. An admiral would "fly his flag" in a ship, but the ship wears a flag. — Editor.

THAT BLUE LINE JOKE

We have heard a lot said about stopping duty free cigarettes for shoreside ratings.

My messmates and I believe that Swift's Joke (May issue) is more an advert. And we believe that this country of ours is supposed to be free.

If those of us who smoke do so then leave us alone to die of cancer if we want to.

J. G. Gibbons.

H.M.S. Cleopatra.

Cartoonist Swift was shown the letter and said: "Sorry oppo. I was just trying to be funny. I am one of the obsessed, smoking Blue Liners (or anything). Mind you, I wish I could give it up!"

Save by allotment– through National Savings

There are convenient Naval facilities for saving by allotment through these National Savings securities:—

National Savings Bank
Ordinary Accounts (if open on 31st December 1971) pay 3½% interest per annum. First £21 of interest free of U.K. income tax.

National Savings Certificates
Decimal Issue. 5¾% tax-free interest. £1 becomes £1-25 in four short years.

Save As You Earn
Add £2 to every £5 you save through SAYE. Generous tax-free bonuses.

Ask at your Pay Office for further details, or write to:—The Secretary, H.M. Forces Savings Committee, Block B, Government Buildings, London Road, Stanmore, Middlesex, HA7 4PX.

NATIONAL SAVINGS

H.M. FORCES SAVINGS

H.M.S. Fame

As an old boy of Greenwich Royal Hospital School, 1923-25 No. 1/103, might I inquire if any reader could provide information about the H.M.S. Fame which stood on the parade ground in front of the Queen's House, and which was used for training boys aloft?

R. W. Huck.

Plymouth.

Writer idea

In our present technological navy, would it not be a good thing to merge the present Marine Engineer Officer's Writer and Weapons Electrical Officer's Writer into one Technical Writers' Branch.

At present, ratings employed as writers seem to be at a disadvantage, mainly when it comes to advancement. Ratings drafted as writers tend to lose touch with the trade they were trained in originally.

The writer's job is a full-time one in most ships, and normally a ship carries only one MEOW and one WEOW, which does not give much chance of having a job change at any time during a whole commission.

When taking our Fleet Board or Preliminary Professional Examination, the examiner is told to ask questions on machinery and equipment recently employed on. What does he ask the writer?

I for one enjoy the work and partly through this I will not go through for advancement as I would probably lose the chance of doing the job.

Why spend time and money training an engineer or an electrician when he is going to be employed as a writer? Why not cross-train them so that they can be used as an engineer or electrical officer's writer?

Technocrat

Portsmouth.

Gin pendant

Reference the "gin pendant" (May issue), during my service in the Royal Navy, 1909-1932, the blue pendant (blue with a white ball) was hoisted by one ship in the fleet to let the others know that the captain and officers were "at home." Each ship offered the same courtesy in turn.

Ship's companies called this the officers' "gin up" — hence the name "gin pendant."

I wonder where Stripey dug up that green pendant with the white wine glass?

Robert E. Corbyn
(Ex-C.P.O.)

Putney, London.

Proud day

The news item that H.M.S. Eagle is to take a ship's bell to New Zealand for presentation to a school in New Plymouth brings to mind an occasion in November, 1937.

As a signalman aboard H.M.S. Wellington I went with the captain, Cdr. Loriston-Clarke, to the Fitzroy Junior School in New Plymouth, and presented them with a Union Jack which, after a short service of dedication, was broken at the masthead of the school's new flagpole. A very proud day for the school.

Wally Sherburn

Plymouth.

R.N.P.S. crest

Having read in the March issue about the badge of the R.N.P.S., I have a crest rather crudely carved out of a solid piece of wood. It is varnished, but has no colours.

It is circular in shape and surmounted by the naval crown. Prominent in the centre is a diving shark, with mines on either side of it.

T. D. Jones.

Rhondda, Glam.

WE'LL DO OUR BEST!

Please find enclosed cheque for the next 12 months' issues of Navy News.

May I also say that over the last 12 months I have enjoyed the Navy News very much. It has enabled me to take a bigger interest in the job my husband is doing in the Navy.

I hope the next 12 issues will be as interesting.

(Mrs.) V. A. Dolphin.

Birmingham.

Note to correspondent — Sorry "Scouse," but letters will not be printed if they are unsigned. Names and addresses must be included as evidence of good faith, but any correspondent may use a nom-de-plume if he wishes.

STOKER FLOOD A LAD FOR SHANDY!

It was with interest that I read Mr. Oliver's letter (April issue) about Stoker Flood.

Enclosed is a picture of him, taken outside the Naval Canteen at Hankow in 1931. I was serving in H.M.S. Kent, flagship of the China Fleet at the time.

My one memory of him was his capacity to sit in the canteen and drink pints of beer shandy with "the lads."

In case anyone should say there was no naval canteen at Hankow, let me hasten to say that we brought our own beer up the Yangste with us, and the Hong Kong and Shanghai Bank loaned us a room as a canteen.

R. W. Swannell,
(Brighton, R.N.A.).
Hove, Sussex.



● Stoker Flood — the name given to the Chinese boy saved from a flood disaster and "adopted" by H.M.S. Bee. At this contributor's request the picture is being forwarded to Mr. Oliver.

Bacchante in Florida

After two-and-a-half months of arduous duties touring the West Indies Station, H.M.S. Bacchante was fortunate in being programmed to visit the beautiful town of Jacksonville in Florida.

To reach her berth, the ship took passage along 20 miles of the lovely St John's River, passing such places as the 400-year-old Fort Caroline — the first home of the Spanish colonialists.

Many of the ship's company, having visited Norfolk (Virginia) and New York last year, were able to disappear over the horizon to places as far away as Ohio and New Orleans to renew old friendships.

For the others, Easter leave was a right royal round of tours and entertainment.

The ship's group, The First of August, popular throughout the Caribbean, played at the ship's dance in the Jax Civil Centre, and the whole visit drew enthusiastic coverage from Press and TV.



At a palm-fringed bay, H.M.S. Bacchante lies at her berth in beautiful Jacksonville, Florida.

Beira —with piano

During Beira Patrol, needing a piano for the ship's concert, H.M.S. Argonaut put in a demand on the RFA stores ship Stromness.

It was met promptly, and Commodore Dines of the Stromness suggested that musical instruments should become part of the stores outfit for ships serving the Patrol.

The reply was "Next RAS, please bring a brass band."

A week later the Stromness again appeared, and sent over for H.M.S. Argonaut's commanding officer an inscribed highly polished band made of brass!

From the Argonaut, two ladies were observed aboard the Stromness, resulting in the following exchange of signals:

From Argonaut:

1. VMT for all your help over the last 2½ weeks.

2. You have supplied us with wine and song and although we would like the ladies too, we could not find them in the Rate Book so assumed they were "RFAs only."

From RFA Stromness:

1. Our pleasure.

2. Your para two correct. In this case "It's the poor that gets the pleasure."

VARIETY REVUE

Entertainment aboard the Argonaut during the patrol included the concert, a very professional, well-rehearsed cross between the Palace of varieties and an intimate revue.

Under a starlit tropical sky, with an enthusiastic audience of 200, it proved the highlight of the three-week sojourn in the Mozambique Channel.

Subsequent calls were being made at Mombasa (for a week), the Seychelles, and Gan, before arriving in Singapore.

Channel's new safe route

A new safe Channel route for westbound shipping has been opened by the Royal Navy, following the sinking of the Texaco Caribbean, Brandenburg, and Niki on the traditional passage inshore of the Varne Bank.

Charts of the area are now being altered, and should be on sale this month.

Ten ships took part in a wreck sweep and check survey of the route — H.M. ships Echo, Egeria, and Enterprise of the Inshore Survey Squadron the minehunters Bronington, Kedleston and Kellington, minesweepers Wolverton, Lewiston and Belton, and the frigate H.M.S. Gurkha which patrolled the area to keep shipping clear.

The first 11 miles of the route had been fully surveyed and sonar swept by the survey ships H.M.S. Beagle and H.M.S. Bulldog in 1970.

Wire and sonar sweeps revealed 40 contacts, eight of which proved to be wrecks, including a first world war U-boat. All have at least 12 fathoms of water over them.

'SHERRY' SETS 'PONGOS' ON THEIR SEA LEGS!

To Navy News via H.M.S. Sheraton. The writer of this article feels that having read two pieces about H.M.S. Sheraton's ship's company doing down the Pongos, it is time they retaliated.

The Pongos, in the form of B Squadron of the 14th/20th King's Hussars and Hong Kong's only cavalry unit, are stationed in the New Territories and have their feet firmly on the land.

However, occasionally the "Sherry" has been pushed for crew members and enlisted the help of the capable soldiery in Sek Kong. As a result, Lieut. Peter Hoare, 14th/20th King's Hussars, is about to make a bid for command of H.M.S. Eagle, Sgt. Woodcock is adept at instructing personnel on being sick on the "looward" side of the "boat," and Cpl. Haigh, Army Catering Corps, has applied for a transfer to the "Sherry" ("It's the only time I get praise, sir!")

About 20 soldiers have got their sea legs with "Sherry," and a further eight are to go to Borneo and Japan.

What have they offered? Trips around the colony (on land!) on exercise in armoured cars (Saladins) and scout cars (Ferrets); trips to the Sino/British border; village penetration patrols; and, last but not least, polo in the New Territories. Anyone interested should contact Lieut.-Cdr. J. J. Watson, who captained the victorious "Sherry" side, to find out how it is done.

Finally, they would like it to be known that they are always willing to arrange trips for Jacks in their armoured cars, and a signal stating ETA and ETD would help us to arrange some sort of visit.

Lloyds Bank will obey all your standing orders.

Lloyds have been the Serviceman's bank for generations.

We know a great deal about the Services; particularly when it comes to money.

We can give you advice on any financial matters, such as saving, investments, insurance –specially important if you're being posted overseas.

And we'll take care of your regular bills by banker's order.

In fact, whatever the standing order, we'll obey.

For full details of all our Services to the Services, post off the coupon or contact your local branch.

Lloyds Bank looks after people like you

To: Mr D. P. Gardiner T.D., Services Liaison Officer, Lloyds Bank Limited, Cox's and King's Branch, 6 Pall Mall, London SW1Y 5NH. Please send me full details of all your services.

NAME_____

RANK_____

ADDRESS_____

LI

Advancements

Confirmation has been received that the following have been advanced to the Chief Petty Officer, Chief Artificer or Chief Mechanician rate:

To CPO — W. E. Wilcocks 882512; L. D. V. Le-Lerre 835615; J. A. Barrett 900765; P. Lawrence 911363; R. G. Barber 865898; J. R. Brownbill 912834; A. E. Frost 912103; P. F. G. Herbert 898572; D. M. Jackson 930659.

To MAA — D. J. Mathews 921094; J. Holyer (Acting) 912437; W. D. Sedgwick 818455; A. F. Groves 883056.

To CPO Wtr — A. R. J. Wardrop 954379; B. J. Dolling 936123; I. A. Siva 877149; S. V. Mathews 867467.

To CPOSA — I. J. Woolston 932775; P. G. Gregory 896218; B. McLaughlin 935716; D. M. Foote 916029.

To CPOCA — B. Baker 873826; G. C. Griffith 930034.

To CPO CK (Ex S) — R. J. Yeomans 901291.

To CPO STD — R. Morton 898716; D. G. Stevens 904332.

To ACMEA(P) — G. E. Polden 054441; M. J. Ketley 943545; S. D. Hurd 888608; M. S. Free 888772; R. W. Veitch 887899; L. Lees 913610; J. S. Peterson 913552; F. Muscroft 984502; A. J. Bates 076527.

To ACMECH — D. C. Sherwood 737173; N. A. Porter 934987; J. Shaw 931302; R. J. Bramwell 946328.

To CMEM — R. M. Taylor 891256; A. Baldwin 931090; J. Harrigan 907649; T. J. W. Clements 903156; J. Radcliffe 907977; H. T. Johnson 880822; J. Guthrie 931049; D. Norton 878605; W. J. MacLennon 937735; R. Rimmer 926557.

To ACMEA(H) — T. S. Dick 962908; C. H. Sinclair 857773.

To CCEL — E. A. Beard 941235.

To ACCEA — F. Kaye 928781.

To ACOEA — M. C. Lewis 969558; P. T. Meakin 050113.

To COEL — J. W. Reid 964732; B. Haughton 955819; B. Slatter 933123; T. K. Thompson 892957.

To ACOEMN — D. E. J. Hardman 915345; D. T. Howe 974313.

To ACREA — G. E. Matthews 956340.

To CREL — J. M. J. Ellis 946942; M. S. Willday 950152.

To CRS — B. T. Gooding 935956; N. D. Johnson 948192; R. S. Lloyd 865571; P. K. Shuttlewood 921362; N. Bramley 926226.

To CRS(W) — J. Howieson 053917.

To CCY — E. A. Tyrer 883409.

To CAF(AE) — H. F. Butler FX 887053; T. R. Nobbs FX 918151; W. C. Spicer FX 882477; J. W. Osborne FX 863374.

To CA(AH) — A. Martin FX 906646.

To CHEL(A) — M. H. Maloney F 949989; H. Hope F 927652.

To CELMN(A) — M. A. Williams F 967398.

POINTS LEADERS ON THE ROSTER

The following table shows the total points of the men at the top of each advancement roster. Ratings lacking seniority, V.G. conduct or medically unfit have been omitted.

The number in brackets indicates the number of men with the same number of points.

CPO	PO	LS
1586(4)	395(2)	102(2)
Ch Smkr	CPOCA	CPO Wtr
1492	1637	1379
PO Wtr	L Wtr	CPOSA
413	307	1597
POSA	LSA	CPO CK(Ex S)
726	587	2042
PO Ck(Ex S)	L Ck	CPO Std
1066	521	2168
PO Std	CPO Ck(Ex O)	PO Ck(Ex O)
409	1958	762
MAA	MAA(Ex Coxn)	RPO
1189	1302	666
CMEA(H)	CMEM	LMEM
630	2092	234
CCEL	COEL	CREL
1624	1352	1406
CRS	RS	LRO(G)
1584	597	449
CRS(W)	CCY	CY
530	1310	564
LRO(T)	CMT	CPOMA
377	430	630
POMA	LMA	CAF(AE)
782	474	859
POAF(EA)	LAM(AE)	CAF(O)
392	360	1326
OAF(O)	LAM(O)	CA(AH)
232	298	1737

POA(AH)	LA(AH)	CA(SE)
813	344	1224
POA(SE)	LA(SE)	CA(Phot)
742	63	608
POA(Phot)	LA(Phot)	CA(Met)
444	457	739
POA(Met)	CHEL(Air)	POEL(Air)
Nil	1716	192(2)
CHREL(Air)	POREL(Air)	LREM(Air)
2139	294	317(2)

The following rosters are "Intermediate," i.e., there are fewer men on the roster than can possibly fill the expected vacancies during the next nine months: CMEA(P)/CMECH, POMEM, LEM(Air).

The following rosters are "dry": L Std, CCEA/CCEMN, POCEL, LCEM, COEA/COEMN, POOEL, LOEM, CREA/CREMN, POREL, LREM, RS(W), LRO(W), CAA(AE), CAA(O), CAM(AE), CAM(O), CEA(Air), CR°A(Air), CHELMECH(Air), CHRELMECH(Air), J.A(Met).

A demonstration by Fleet Air Arm Sea Vixen fighter-bombers was a highlight of the Solent cruise by several hundred relatives and friends of the ship's company of H.M.S. Hermione.

It's the Malta spirit!

R.N.B.T.

A TRUST IN GOOD HANDS

It looks like "all hands to action stations" for the R.N.B.T.'s work in Malta where, as our picture seems to suggest, many hands make light work of it.



Before he returned to the U.K. after two years as advisory officer to the R.N.B.T. Subsidiary Committee, Malta, Cdr. J. M. W. Morgan (centre, front row), and his wife, were entertained to dinner.

It was the first time an advisory officer had been dined out by the subsidiary committee.

THE LINE-UP

The committee members are (front, left to right): PO J. German (treasurer), Mr. J. Butters, CPO(ME) J. Azzopardi (chairman), Cdr. Morgan, CPO(Met) D. L. J. Pegg. MT1(N) V. Carn (deputy chairman), PO(ME) P. Attard.

Back row (except for the big chap in the middle who is more of a figurehead!): LREM B. Jenkins, PO(MS) R. Harley, LS A. Stagno, Mr. W. A. Duggin (secretary).

MESS PRESIDENT

Mr. Azzopardi, the chairman, joined the Malta Port Division in 1952 and is now the only CPO(ME) in the division. He was liaison representative for civilian employees on the Fleet Maintenance Base during the Services rundown, and is president of the Senior Rates Mess at H.M.S. St. Angelo.

He has served on the subsidiary committee, Malta, since 1964.

Deputy chairman, Mr. Carn, who did voluntary social work in the U.K. for two years before going to Malta, is a clinical tutor, S.R.N. R.C.I. (Edinburgh), and his medical knowledge is of great help to the committee.

TREASURERS

PO German has been treasurer since October 1967, and Mr. Butters who was a committee member from 1955 until he retired to pension in November 1969, returned a year ago as a co-opted member. He was treasurer from 1964 to 1967.

So great is the enthusiasm of the Royal Naval Benevolent Trust's men in Malta that the Trust's work is continuing there on a voluntary basis, despite a Central Committee decision taken in December, 1969, that the Malta Committee should be run down by the end of 1970.

With the naval rundown in the Far East and in Malta, the Central Committee had taken that decision because of the small number of U.K. ratings remaining in Malta and the departure of many of the Malta committee's experienced members.

But, because of the committee's enthusiasm and the arguments its members put forward, the Central Committee decided in July, 1970, that the Malta subsidiary committee should be allowed to continue investigating applications for help, provided its members were prepared to carry out, voluntarily, the administrative and clerical duties involved.

Time will tell, but with the keenness shown in recent years it is almost certain that the R.N.B.T., with its anchor at No. 2 Harper Lane, Floriana, will be holding fast in Malta for a few years yet.

Long history

The R.N.B.T. Corresponding Representatives Committee, Malta, was set up in October, 1925, to create closer contact between the Trust's representatives in ships and the advancement of the Trust's work in the Fleet.

Its responsibility was to deal with cases of immediate distress among serving ratings of the Mediterranean Fleet and their dependants in Malta, and among ex-serving ratings and their dependants.

It was also part of the committee's work to obtain, whenever possible, representation on the committees of other organizations and funds to help co-ordinate the work and avoid "overlapping."

The siege

During the siege of Malta in the second world war the committee did valuable work. In fact, in November, 1942, the Trust's Central Committee decided to extend its powers to enable it to make grants on the same basis as the local committees in the home ports.

It was intended to reconsider the position at the end of hostilities, but these powers were continued until March, 1963, when the Malta committee was reconstituted and became known as the R.N.B.T. Subsidiary Committee, Malta.

It is currently composed of corresponding representatives in ships on the Mediterranean Station and representatives from local establishments.

Membership is not confined to any particular branch or rating. This provides a cross section and ensures that men of the Navy — as they always have done — have adequate control of their own organization.

Long service

The secretary, Mr. W. A. Duggin, began employment with the Trust in April, 1949, after his retirement from the Royal Navy as a C.P.O.

Although his full-time employment with the Trust ceased last December and his part-time employment ends on June 30, he has accepted an invitation to serve on the subsidiary committee.

Mr. Duggin has done great work for the subsidiary committee on the island and his knowledge of the Maltese language enables him to assist and give advisory help to locally entered personnel, ex-personnel and their dependants.

Although the island measures only 15 by seven miles, the work of voluntary agencies in Malta is not easy.

Besides language complications and transport problems, access to some homes is obscure, and finding applicants in the residential flats is not an easy job.

Purposeful future

The R.N.B.T. in Malta, like the island itself, has a glorious past — and a purposeful future.

From July the subsidiary committee will be operating on a voluntary basis, without paid clerical help, but, judging by the spirit hitherto shown, it will undoubtedly maintain the Trust's motto "By the Navy, For the Navy," and will ensure that no naval dependant living on the island will be without friends.

PEMBROKE HOUSE TO STAY OPEN

Pembroke House, the R.N.B.T.'s home at Gillingham for aged ex-naval men should remain open as long as the demand justifies and running costs can be kept to an acceptable figure.

This was one of three major recommendations contained in the Policy Committee's second report, published in March, and accepted by the Central Committee.

The committee recommended that the Trust should not try to acquire another home or provide some different type of accommodation for the elderly. It also suggested that an attempt should be made to re-negotiate the lease to provide better security of tenure.

EMPLOYMENT POLICY

The second main recommendation concerned the Regular Forces Employment Association to which the Trust, in recognition of its second primary benevolent object, had in previous years been giving up to about £14,000 a year.

The Central Committee supported the policy committee's view that the future of men leaving the Service was primarily the responsibility of the Ministry of Defence, and that the greater part of the Association's running costs should be met by the public sector.

It was also felt that the time had come when any contribution from the non-public sector should be shared by some other naval fund.

Annuities rise next month

The R.N.B.T.'s Central Committee decided to implement the policy committee's third main recommendation that the maximum payable under the Jellicoe Annuities should be increased to £1 per week for both single people and married couples.

The new figure comes into operation on July 1 and will involve the Trust in extra expenditure of about £20,000 a year.

For some time there had been a growing feeling that the present maximum of 50p per week for a single person and 75p for a married couple no longer provided the additional support originally intended for elderly people subsisting on Supplementary Benefits.

Although the Trust had been following the theory of providing many with a little rather than a few with a lot, the devaluation of the pound had greatly reduced the purchasing power of the annuities.

Wherever you are...

No matter where you are, in times of difficulty the Trust is always ready to help

there is R.N.B.T.

No direct contribution is payable and no appeals are made to the public. R.N.B.T. relies on canteen rebate, voluntary donations, investment interest and legacies to carry on its important work.

Head Office
High Street
Brompton
Gillingham
Medway 42743

Home for Aged Ex-Naval Men
Pembroke House
Oxford Road
Gillingham
Medway 52431

Portsmouth
2a Tipner Road
Stamshaw
Portsmouth
Portsmouth 60296

Devonport
Stopford Place
Stoke
Devonport
Plymouth 52772

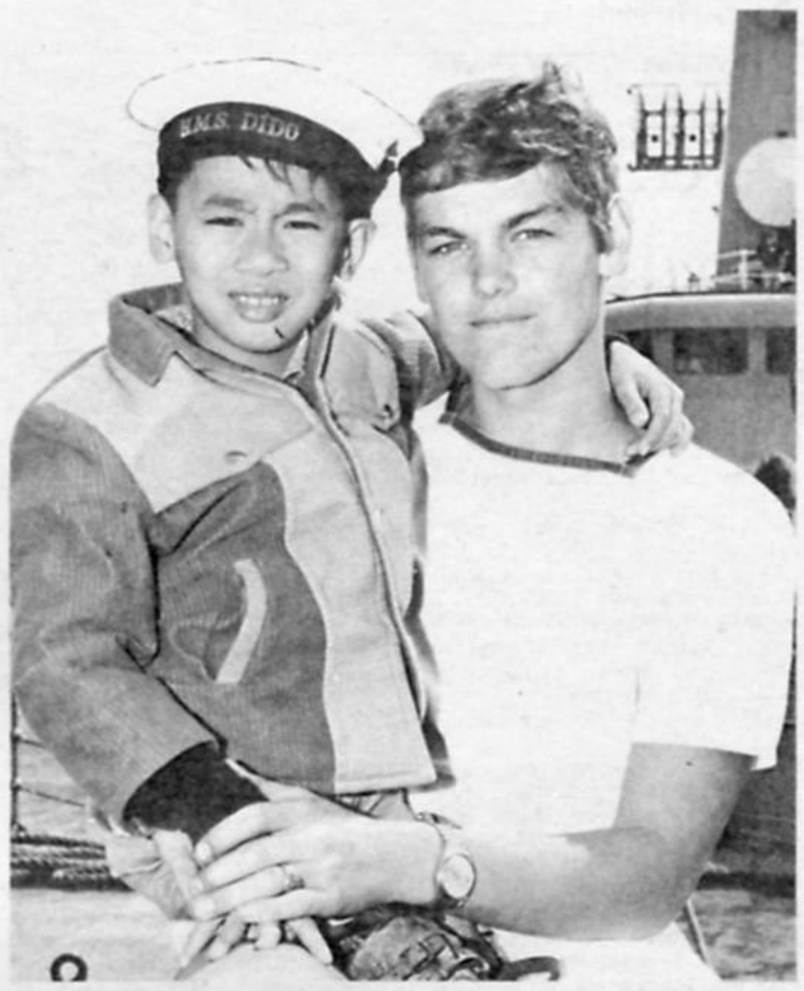
Malta
2 Harper Lane
Floriana
Malta
Central 24396

SAILOR-'SAINTS' AT IT AGAIN!

In April's Navy News an article referred to the many ways in which sailors become "accidental Christians" through their good deeds of charity and the helping hand around the world. Here are two examples of those sailors of good will in action.



Disabled get a Dido treat



Thirty handicapped children from Princess Alexandra's Red Cross Hospital, Kuntong, will long remember the visit to Hong Kong of the frigate H.M.S. Dido.

Seeing over the ship would have been treat enough, but they had the thrill of sailing round the island.

From the moment they set foot on board, the little guests had willing helpers to escort them around the ship — like the little crippled boy in the picture (right).

'TREASURE' TO BUY A GUIDE DOG

Aboard H.M.S. Jupiter at Devonport was a "box of treasure" — a large tin of contributions towards the ship's company plan to buy a guide dog for the blind.

When opened, the box contained more than 2,000 coins from 24 different countries, and more than 30 notes from eight countries.

The "hoard" is here being demonstrated (left) for the benefit of the photographer.

Firepower and flags in Port Louis

The ship's side was lined as the Governor-General of Mauritius took part in the ceremonial preparatory to his embarkation in H.M.S. Llandaff on an official visit to the island of Rodrigues.

Crowds thronged the dockside at Port Louis, Mauritius, to watch the colourful ceremonial as the Governor-General (Lord Williams) prepared to take passage in H.M.S. Llandaff to the island of Rodrigues on a three-day official visit.

Accompanying the Governor-General were Lady Williams, the Prime Minister (Sir Seewoosagur Ramgoriam), the Minister for Finance, and the British High Commissioner.

During the stay the ship's company provided film shows for the populace ashore, were walloped at soccer, and acted as host to school children and staff.

During the return passage, a firepower demonstration was put on for the guests with the ship closed up at Defence stations, and soon they were back again to another great ceremonical occasion with flags and streamers along the jetty.

A royal salute was fired by the shore battery, and answered by the Llandaff, which had embarked saluting guns especially for the occasion.



YOUR HOLIDAY HOTEL
Wives and Children Welcome

COMFORTABLE BEDROOMS
TELEVISION – RESIDENTIAL LICENCE

Write to Resident Manager for tariff and reduced charges for October-April

HOTEL FOR ROYAL NAVY, GREENHILL, WEYMOUTH
Telephone 4108

LEISURE AND PLEASURE WEAR

COOPERS



CONFIDENT —RELAXED
in a Leisure Suit Tailored By Craftsmen

MAKE SURE YOUR NEW SUIT IS COOPERSTYLE

Payments may be made by allotment
You pay no more for generous credit terms

W. COOPER (HARWICH) LTD.
MAIN ROAD, HARWICH, ESSEX
BRANCHES AT ALL PRINCIPAL PORTS

GET WISE ON DCIs

The aim of this regular feature is to give a general impression of new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

When an I.D. card's worth £10

Getting money out of a bank can sometimes be as hard as finding any to put in, but like everything else, it helps to "know the ropes."

The increasing number of naval allotments to bank accounts is an indication of the appreciation of the facilities which banks can offer to their customers.

Difficulty can arise when a customer, far removed from the branch which holds his account, wishes to get money in emergency, and everyone should be aware of the special cashing facilities available to members of the Forces.

At all the larger banks in the U.K., production of satisfactory proof of identity (e.g. Naval Identity Card) will enable the cashing of cheques up to £10 a day (officers, POs and above), and £5 (all other ratings).

DCI 387/71.

Sailors in the saddle

While the thought of a sailor on a horse may still tend to provoke a smile, Saddle Clubs are quite a thriving "fringe" benefit in some naval establishments.

Personnel smitten with an ambition to improve their skill could have a try for one of the equitation courses run by the Army and the Royal Air Force.

There are only a small number of vacancies, but applications can be made through Saddle Clubs for details.

Students have to take leave for the duration of a course.

DCI (General) 84/71.

Put out

Advice about official transport might well apply also to private cars, and involves having a careful look at the siting of fire extinguishers.

If a fuel fire, for instance, gets to a pressurized cylinder type of extinguisher before the driver does, there can be a rather nasty explosion, and there have in fact been two such incidents recently.

The siting of extinguishers in R.N. vehicles is to be examined.

DCI 402/71

Cost of films to rise?

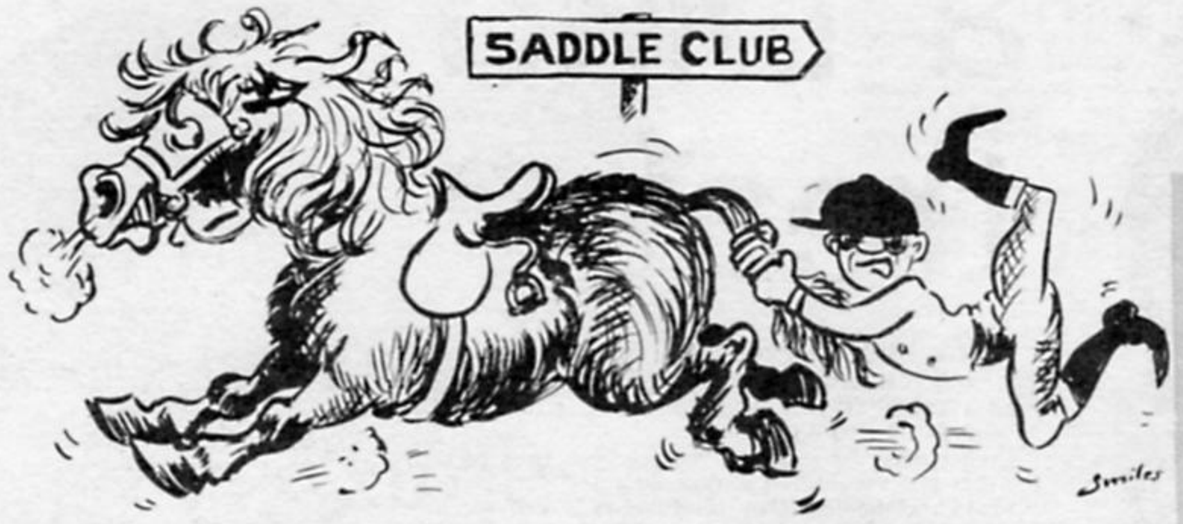
Films for the Fleet are likely to cost more if the present service is to be maintained — probably a 25 per cent. increase in subscription rates next year.

The Royal Naval Film Corporation's accounts for the 12 months ending Sept. 30, 1970, show a surplus of £2,780, and this reflects a deliberate policy to build up a reserve as a small cushion against falling revenue in the years ahead.

Despite the small excess of income over expenditure, total subscriptions from ships have decreased by £5,614 since 1967/68, and this trend is expected to continue.

When ships' Welfare Committees are considering future expenditure, it is suggested that they take into account the likelihood of higher subscription rates for films.

DCI 413/71.



"How do I get the damned thing to come alongside?"

. . . And it's free!

Anyone within reasonable distance of the R.N. Air Station, Yeovilton, can enjoy an interesting day at the Fleet Air Arm Museum, which attracted no fewer than 80,000 visitors in 1970.

Service personnel and organized parties may visit the museum at any time by arrangement with the curator, but the normal public hours are Monday-Saturday 1030-1700, and Sunday 1400-1700.

With a free car park, free admission, and free viewing of flying activities, who could ask for more?

Incidentally, Fleet Air Arm archives are still being built up at the museum, which welcomes additional material.

DCI 383/71

Early warning

Hearing about yesterday's opportunities can be frustrating, but if there are senior rates who have missed the date of application for participation in the Second Careers Course at Portsmouth during June and July, they now have very early warning of the next series in September or October.

The course is open to all senior ratings who are within 2-2½ years of the end of their engagement, and successful applicants not accommodated in the Portsmouth area can stay at the R.N. Barracks if there is room. MOD will pay the tuition fees.

DCI 485/71

Horse swap

Explanations about separation pay are somewhat involved, and it may not be altogether surprising that transition rules "have given rise to a number of inquiries."

The transition rules have accordingly been revised, and if they still make heavy reading it will have to be borne in mind that swapping horses and keeping them both running is a complicated manoeuvre.

DCI 482/71

World-wise

Dates are announced of the 1972 and 1973 R.N. Staff Courses, "to give staff training and a higher Service education, including a study of the other Services and world affairs, to selected officers who may be required to fill the more important staff appointments."

DCI 424/71

Making Navy jobs more interesting

Development of labour-saving devices and the cutting out of tedious and repetitive work form part of the aim of management trials now being undertaken in H.M. ships Scylla, Naiad, Argonaut, Danae, Arethusa, Cleopatra, Achilles, Diomede, and Phoebe.

With the Royal Navy's reduced strength, and the need to make jobs more interesting, the Service cannot afford to waste the efforts and time of officers and ratings, and the Ship Management System has been started to assist officers and senior ratings to achieve the required standard of management.

The original proposals were described in a Western Fleet report, "Practical Management in Ships" dated November, 1969, but have been modified in the light of experience.

DCI 445/71

Sailmaking

The sailmaking training task at present carried out by the R.N. Sailmaking School, R.N. Barracks, Portsmouth, was transferred to the R.N. Seamanship School, Portsmouth, on April 27, and as from Course No. 31, SMD ratings are being accommodated in H.M.S. Excellent.

DCI 426/71

A home to come home to

Families returning from the Far East or Persian Gulf may be interested in hiring arrangements.

Those returning unaccompanied may have furnished hirings taken for them in an area of their own choice, provided that married quarters are not available. "Expensive" areas are included, though these must be kept to a minimum.

Officers and men who wish to occupy a hiring under this scheme must arrange with a relative or friend in the U.K. to find a suitable place on their behalf, and it may be taken up to three months in advance of arrival in the U.K.

Occupancy will normally be for a minimum period of six months.

DCI 452/71

Good sports

The Royal Naval and Royal Marine Sports Control Board have decided to double the grants to H.M. ships and air squadrons on commissioning (but not re-commissioning) from April 1, 1971.

From this date the grants will be: complement over 1,000, £50 grant and £325 loan; 500-1,000, £50 and £250; 220-499, £100 and £100; 120-219, £88 and £90; 60-119, £72 and £60; below 60, £48 and £30.

In normal circumstances, a ship refitting or in reserve for six months or more will be eligible for the larger grant on re-commissioning.

DCI 394/71

For coaches

Commanding officers of ships and establishments are asked to make every effort to send at least one representative to a rugby coaching course to be held at H.M.S. Collingwood during the period July 15-17 (inclusive).

It will be staffed by members of the Rugby Football Union Advisory Panel and by senior Royal Navy Rugby Union coaches. The aim is to acquaint participants with coaching techniques which will enable them to effectively coach ship and establishment teams.

DCI 396/71

Transfers

All officers who may be considering applying for transfer from the Supplementary List to the General List should be aware of the effects on their seniority if they are successful.

New rules lay down the guiding principle that Supplementary List officers who transfer should generally have a seniority date as lieutenant no earlier than that which they could have achieved had they entered on the General List rather than the Supplementary List.

Some officers, therefore, will lose seniority on transfer, but will gain the considerable benefits offered on the General List.

DCI 418/71

Any offers?

More volunteers are likely to be needed from officers and ratings willing to extend their service for duties in connexion with the training of foreign and Commonwealth naval personnel. This applies not only to service abroad, but also in the U.K.

Currently such extensions of service are for three years, and in the majority of cases will be in the Portsmouth area. A list is being prepared of people willing to be considered.

DCI 453/71

BE SAFE ON THE RAILS

Much more dangerous than having no guard rail is a guard rail which parts under pressure.

"Taping up" of screws looks most neat and seamanlike — but can cover a multitude of sins, and the Admiralty have decided that the practice must cease in order to permit regular inspection and lubrication of such fittings as swivels.

DCI 468/71.

Out of Sight Out of Mind



This man, and thousands like him, is alone and helpless. He cannot even cope with the routine problems of life. His mind was shattered by horrifying experiences in the service of his country. It could have happened anywhere between Dunkirk and Belfast. At any time. Please help us to help the tens of thousands of ex-service men and women whose lives have become unbroken nightmares. Will you help by sending a donation?

Ex-Services Mental Welfare Society

37 Thurloe Street, London, SW7
Tel: 01-584 8688



"That DCI didn't mention this sort of Foreign Service!"

Dartmouth visitor

The modernized Rothesay class frigate H.M.S. Berwick, just commissioned after three years in dockyard hands, calls at Dartmouth.

Picture: C. Risk



A carry on up the Khyber!

THE GULF STATION—WITH SNOW!



"Join the Navy and see the Khyber Pass" may seem a somewhat far-fetched claim, but it came true for a party from H.M.S. Ashanti when the ship, flying the flag of the Commodore Naval Forces Gulf, visited Karachi.

The call provided an interesting stay for everybody aboard, but will especially be remembered by the two officers and 14 ratings who flew to Islamabad to stay as guests of the British High Commission.

ARMED TRIBESMEN

Islamabad, capital of Pakistan, is in the foothills of the Himalayas, approximately 800 miles from the sea, and the outing to the Khyber involved a 120-mile drive along bumpy crowded roads to the Khyber Gate, the old fortification surrounded with ferocious-looking tribesmen who were armed to the teeth.

After a while they had a friendly chat with the Navy party, and proudly showed their arms, some dating back 60 years; but maintained in superb condition.

BRITISH FORTS

In their mini buses, the Ashanti visitors went on another 30 miles to the Afghanistan border, through dramatic scenery which included historic British forts.

Next day there was another exciting outing to a town 7,000 feet above sea level, where there was a thick covering of snow and magnificent views.

Members of the party were: Lieut. Hamilton (leader of the party), Lieut. Hoffman, CPOSA Watts, CREL Harrison, PO Thomson, AM2 Bastin, CY Sandham, AB Hughes, J/Sea Bateman, AB Cook, O/Sea Fulton, Mne Northcott, 1/Ck Johnson, L/MEM Bruce, REMI Huggins, and RO2 Clarke.



Can this really be the Gulf Station? But it was, snow and all, for these naval travellers from H.M.S. Ashanti, visiting a town 7,000 feet above sea level and situated on the Kashmir Border.

*

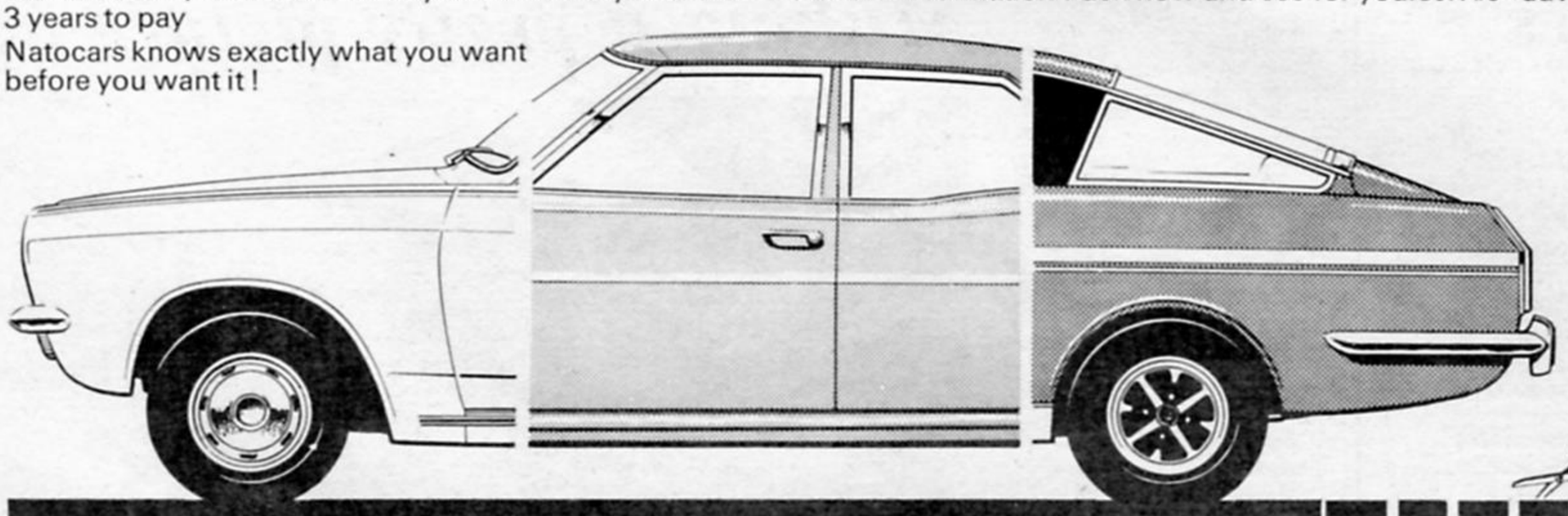
With memories of the Khyber Pass, H.M.S. Ashanti returns to Portsmouth from the Far East.

Photo: PO Dave Morris.

Natocars has a remarkable model waiting for you in port:

Tell Natocars what you want and you'll find it waiting for you – clean, bright and handsome, ready to drive away! Whether it's a new Avenger, Hunter, Sceptre, Rapier – all at healthy discounts – or a sporting Viva, Victor or VX 4/90 or a specially selected used car in top order – right at the beginning of your leave. We meet you at docks or airport.
All cars taxed, insured and ready to drive away. Send for Natocars Information Pack now and see for yourselves –advantages such as 30% deposit you 3 years to pay

Natocars knows exactly what you want before you want it!





* Last minute orders – no problem.
* Free transporter delivery.
* Three years to pay.
* All paperwork completed for you.
* Special forces H.P. terms.
* Tax free or tax paid.
* Special used car section.



NATOCARS

Natocars Ltd, Moorlinch Garage, Moorlinch, Bridgwater, Somerset. Tel: Ashcott 488.

Please send me your new
Natocars Information Pack without obligation

Name _____
Rank _____
Present Address _____
_____
Tax Free for U.K. and Then _____ **(Country)**
Tax Paid for U.K. only ☐ **(tick)**
Delivery Date _____
Used Cars ☐ **(tick)**

NN

AFM

FAMILIES PAGE 1

School is *AT HOME AND AWAY* everywhere



To describe naval children as on a par with gipsies may not sound very flattering, but that is how they are bracketed to indicate the educational problems associated with moving about.

But there are also advantages for the "deprived" mobile children, as this article will explain.

Some concern was expressed by naval parents (writes a correspondent) when they heard that the Royal Naval Schools — of which the R.N. was justly proud — appeared to have been swallowed up on April 1, 1969, when the Service Children's Education Authority was formed.

It is true that there is different management at the top, but there is only a change for the better on the ground.

There are in fact no more Royal Naval Schools — only Service Children's Schools, and all are administered centrally in the Ministry of Defence by the Service Children's Education Authority.

Perhaps there isn't an answer! Instructor Captain Harry Brierley, officer in charge, Service children's schools in Malta, Naples, and Tripoli, together with the headmistress of Imtarfa Infants' School, Malta, seem to be having trouble with the sums.

This authority is a tri-Service organization working within the Army Department, with the Royal Navy strongly represented by an instructor-commander and an instructor lieut.-commander, both of whom have been headmasters of Royal Naval Schools overseas in the past.

Advantages

The Service Children's Education Authority (SCEA) works to whichever Service overseas is the major user, so the Navy still runs schools in Malta, Mauritius and Gibraltar, the R.A.F. in Cyprus, and the Army in Germany and Hong Kong.

There are many advantages in getting together at the top in one education authority.

There is equation with other local education authorities in the U.K. in status and professionalism, the ability to build schools more easily and equip them better (the Navy was always a bit parsimonious about school finance), and a general aim to give the Service child an education at least as good as that he would receive in the U.K.

Pupil-teacher ratios are better than those in U.K. schools, and consequently classes are relatively smaller.

SCEA is doing its best to influence local education authorities to make similar and better provision for the mobile child in the U.K. but cannot interfere in dealings between local authorities in the U.K. and the Service parent.

However, the Service parent should be able to seek advice from the instructor officer or education officer.

For guidance

If this is impossible, parents may write to SCEA, Court Road, Eltham, London, SE9, to obtain a booklet (Army code No. 60089) printed specifically for the guidance of parents, and entitled "The Education of Service Children."

This pamphlet gives advice not only on Service children's schools overseas, but also on education in the U.K., including boarding schools.

Parents are playing an increasing part in the U.K. in helping schools by participating in running them. We like to think that our schools have been encouraging parents to take an interest for some time.

One way parents can help is by transferring their children's transfer reports and work books. We have been able to introduce a better system of educational documents and a more efficient way of transferring them.

Transfer report

We shall shortly be asking parents when they leave overseas commands to bring with them a transfer report for delivery to the U.K. headmaster.

This will greatly help children to settle more easily into their new schools.

Parents will also be asked to bring a postcard for delivery to the U.K. headmaster, who will post it to the overseas school asking for the confidential documents to be sent direct.

Similar arrangements are being made when naval parents fly overseas.

The ladies of Lochinvar

Naval wives living in Edinburgh or about to go to the area may be interested in the Lochinvar Wives' Club, meeting fortnightly at 10.30 a.m. at the Y.W.C.A., Randolph Place. Children are looked after by the W.R.V.S.

For details, telephone Mrs. Bluett, South Queensferry 740, or H.M.S. Lochinvar.

HERE'S THE ANSWER TO WIFE'S WARRANT QUERY

Feminine logic seems to work rather differently from that in the Treasury or the Ministry of Defence.

For instance, Mrs. K.B., whose husband is serving in H.M.S. Interpid, and who lives at Plymouth, does not understand why wives who have the benefit of husbands in the U.K. can also get two "transferred" railway warrants a year, while she is deprived of both husband and rail warrants.

Because her husband is overseas she felt that she was losing both ways, being unable to get a free warrant to go on holiday.

The position, Mrs. K.B., is that the Military Pay Code aimed to place the Service man on the same sort of footing as anyone else in the community, namely getting the rate for the job and paying his own way.

Separation pay

As some recompense for separation, however, the Government agreed that men apart from their wives should draw separation pay, and men within reach of their wives should get a number of free railway warrants (two of them transferable to the wife so that she could visit him if the couple so desired).

In the case of going on holiday, the idea is that everybody pays for himself — Service or otherwise.

HE'S VERY SPECIAL

Somewhere aboard H.M.S. London is a very special man — special anyway to his wife Diane who has sent to Navy News a poem about "My Sailor."

"It is trying to express my feelings for him, even though I can't do this enough. I'm sure a lot of the wives married to the boys in the Navy feel the same," she says.

Quite certainly they do, Diane, even though they might not aspire to such literary heights as yourself. Sorry there isn't room to print the poem, but no doubt there is a sailor aboard H.M.S. London who will get the message.

By Appointment to
H.M. Queen Elizabeth II
Florists
A. B. Stevens Ltd.

POST ROSES

GOFF'S OAK, WALTHAM CROSS, HERTS, ENGLAND
Telephone: Cuffley 2998

The Perfect Gift for all occasions

The most personal and acceptable gift of all is a box of choice fresh-cut **CARNATIONS** or **ROSES** direct from our own nurseries.
Place your ORDER NOW for DELIVERY in the future
SPECIAL REDUCTION FOR DELIVERY DURING JULY & AUGUST
MINIMUM BOX £1.50
OTHER BOXES £2, £2.50, £3.50, £4.50, £5.50.
INCLUSIVE OF CARRIAGE & PACKING. **NO EXTRAS**
Send your order, remittance and personal message for recipient to us, for delivery to any address in Great Britain (excluding Eire).
CARNATIONS ARE AVAILABLE THROUGHOUT THE YEAR
ROSES from April until December
SPRING FLOWERS from mid-December until mid-March
FREESIAS (Mixed Colours) from October 1st until March 31st
CAROL & GARNETTE (Miniature Roses) from May until December
SPRAY CHRYSANTHEMUMS, SINGAPORE ORCHIDS are available throughout the year

SINGAPORE ORCHIDS
These are specially flown in FOR YOU. Orders must be received 2 weeks prior to date of despatch. £3.25 boxes only – Carriage paid.

During December the Rose season is coming to an end, and whilst orders for Roses will be executed if possible, other flowers may have to be substituted, but you can rest assured these will be of equal value.

The number of blooms sent varies according to current wholesale prices.

TO POST ROSES, WALTHAM CROSS, HERTS, ENGLAND JUN 71 NN

Flowers required – 1st Choice .....
2nd Choice .....

Cheque/PO enclosed for .....
(All Bank Transfer Charges to Drawer's Account)

to arrive on .....

From: Name .....
Address .....
.....

To: Name .....
Address .....
.....

Please write clearly in block letters and remember to enclose the personal message which is to go with your box ot flowers.

A London trip in mind?

Where to stay in London can often be a problem, and it is always worth remembering The Chevrons Club, situated in one of the nicest parts.

Membership can be taken out on arrival for a small fee for any length of time from a month, and facilities include a good bar, guest lounge (TV), billiards room, and dining room.

Wives are welcome, though children cannot be catered for.

Details: Secretary, Chevrons Club, 3-5 Dorset Square, N.W.1. 6PY (telephone 01-723 8213).

Making a pretty picture . . .



Artistic concentration captured by the camera at the Drumfork Club, Faslane, where the Pre-School Playgroup held an open morning on May 8 to which members of the Base staff were invited.

The Drumfork Club, on the Churchill Estate, runs one of the largest playgroups for naval children, and is very well supported.

So why risk it for the sake of 10p a month?

There's always something more cheerful to think about than "biting the dust," but without wishing to introduce a morbid note, readers should really pause for a moment to reflect upon the sadness which has come to no fewer than 52 naval families since last August.

Their menfolk have lost their lives.

And only 15 of those 52 widows or relatives were able to collect the immediate grant of £600, payable in the event of bereavement, because the other men had not joined the Royal Naval and Royal Marines Dependants' Fund.

Eighteen of the deaths reported were caused by road accidents, and 13 of these were ratings who were not members of the Fund.

The cost is so small — 10p a month deducted from pay — that the risk of not being a member seems scarcely worth it.

FAMILIES PAGE 2

Historic baby at Culdrose



The Church of St Peter and St Paul, which has stood on the edge of the parade ground at the R.N. air station, Culdrose, since 1947, is being demolished as part of the redevelopment programme.

The final act of worship in the building was the baptism of three-month-old Elizabeth Mary Ann Warnbecke, daughter of Ian and June. Officiating was the Rev. John Davies, the chaplain at Culdrose.

Ian is a radio mechanic with 845 Squadron.

A PET IN THE GULF



A couple of charmers — the donkey in the Jufair Gardens at Bahrain, and CPO John Turner's daughter Ann who was getting acquainted.

The donkey is a pet of the families who use the gardens as a shady retreat from the summer's heat.

The gardens have a small menagerie with monkeys, gazelles and goats, and an aviary.

Hospitals: Service privilege

Anxiety over health problems is often heightened by the waiting time for admission to hospital.

One of the privileges of Service life, however, is that admission is sometimes possible without such a long wait.

Although Service hospitals exists for the treatment of personnel, where there is in-patient capacity not fully taken up, National Health patients are admitted, with priority being given to dependants of officers and ratings.

The important thing is that families should be aware of the possibilities, and get their doctor to make the approach. Applications should be addressed to the Medical Officer in Charge, either at the R.N. Hospital, Haslar, or the R.N. Hospital, Plymouth.

An out-patient consultation will normally be arranged, but requests may be telephoned in cases of emergency to Portsmouth 22351 ext. 41288 or 41371 (for Haslar), or Plymouth 53740 ext. R.N. Hospital 921 (for R.N. Hospital Plymouth), or the appropriate consultant if known.

At discretion

All admissions will be at the discretion of the medical officers in charge of the hospitals, and will be subject to the availability of beds and the overriding needs of emergency admissions.

Certain types of treatment may not be available, or be limited in extent.

AID IN CASES OF NEED

Ex-Wrens among naval wives will be interested to hear that the first speaker at a W.R.N.S. Benevolent Trust annual meeting in the new quarters at the Royal Naval Barracks, Portsmouth, was Mrs. Sherlock, who was unit officer at the Duchess of Kent Barracks when they were first opened.

The meeting, which was of the Portsmouth and Medway areas, heard that more money had been raised during 1970 than in the previous year.

Explaining how the W.R.N.S. Benevolent Trust works, Mrs. Sherlock gave three example cases to illustrate that, even in our welfare state, extra help was sometimes needed by people with the most tragic stories.

The Trust, said Mrs. Sherlock, was there for anyone in need of assistance among serving or ex-serving Wrens, provided they were not deserters.

Each case was dealt with by number so that only the secretary and chairman were aware of identity.

Supt. Talbot, Senior Wren Officer Naval Home Command, thanked Mrs. Sherlock for her address.

SAY IT WITH MUSIC

A message with music can go from families to men in H.M.S. Intrepid and H.M.S. Albion, provided the senders live in the Plymouth, Portsmouth, or London areas.

A Call From Home programme is being recorded in these areas for the Intrepid in June / July, and for the Albion in July / August, each relative or friend being able to send a message and choose a piece of music to be played.

Anyone interested should write to "Director of Naval Service Conditions (Section R3), Room 417 Archway Block South, Old Admiralty Building, London, S.W.1."

Recordings are subject to at least 12 applications being received from the Portsmouth or Plymouth areas.



HE'S THEIR CHIEF

Families at Devonport Dockyard welcomed H.M.S. Tartar, which berthed after spending 11 months away from her home port.

In the sanctuary of the chiefs' mess, CPO Ron Christian was overwhelmed by his children (left to right) Richard 9, Julia 6, Victoria 2, and Karina 11.

And Mrs. Christian? She was happy to let the children have the limelight with the camera.

Photo: CPO Brian Gentry.

YOUR TAXI HOME BOOKED IN ADVANCE

Complete your order form

For all flights which land at Brize Norton or Lyneham, order forms are available from Movement Control Centres and Orderly Rooms in:

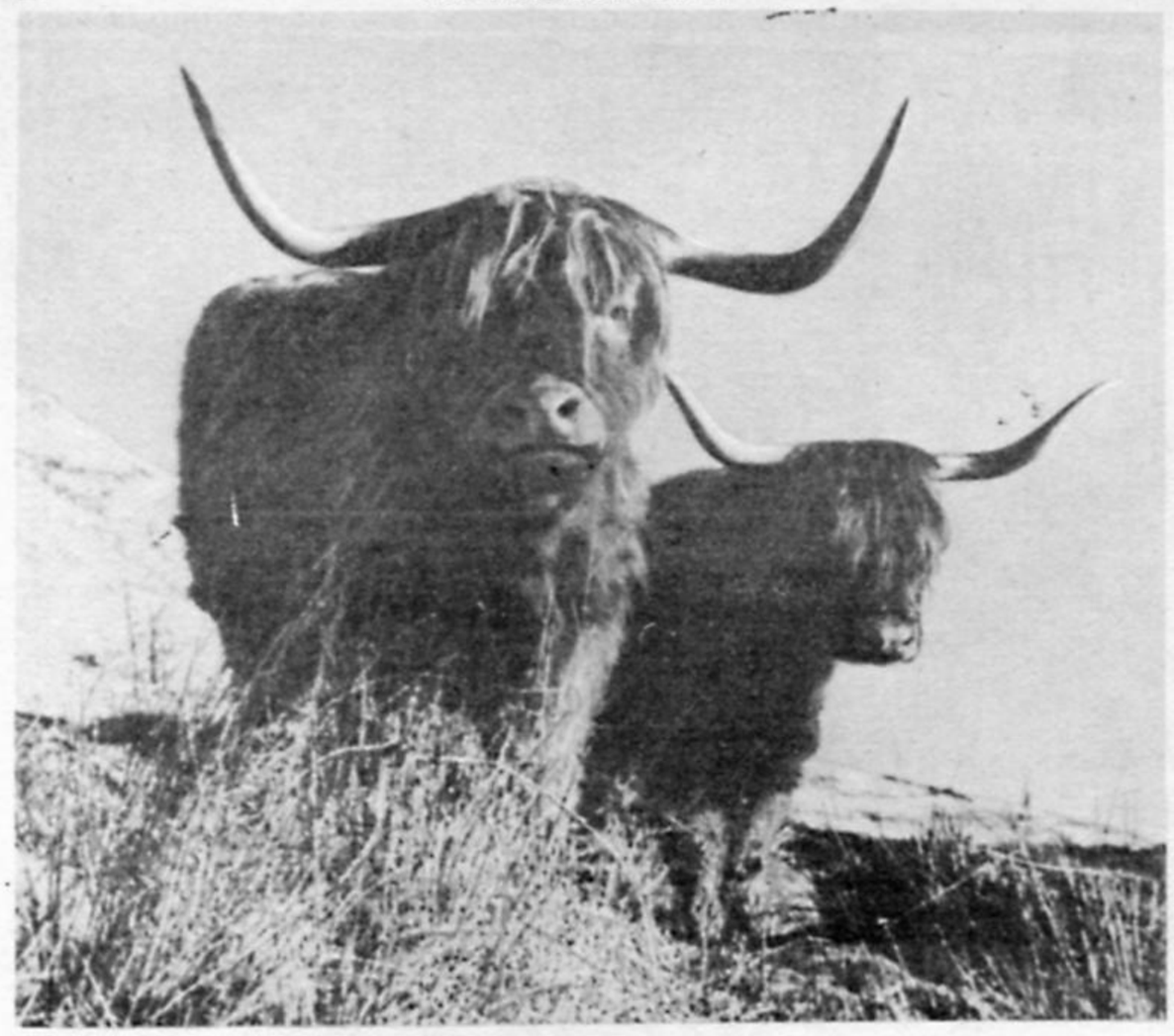
MALTA, CYPRUS, PERSIAN GULF, SINGAPORE, MALAYSIA and HONG KONG

Luxury Cars – Full luggage facilities – All bookings quoted and confirmed promptly

"CAR-TAX"

4 The Villas, Burford Road, Carterton, Oxford

Tel.: Carterton 7228





Like the finest Scotch Whisky,
this ancient breed of cattle is unique to the Highlands of Scotland.
Their shaggy coats and curved horns bespeak their hardiness and explain their survival through the centuries.
For many years a famous herd of Highland cattle has belonged to the Grant family—the same Grant family whose traditional skill and care has long produced whisky of smooth perfection.

The tradition of family distilling is the **Grant's** guarantee.

The world is their `pub´

When he set up his brewery in London nearly 230 years ago, Samuel Whitbread would have had to be a man of exceptional vision to foresee the sort of organization into which it was destined to grow.

His "infant" is now a giant which can reasonably claim that its products are consumed in many far flung corners of the world, you might say, from Singapore to Sheffield or Bangkok to Billingsgate. And the Royal Navy has naturally had something to do with the fact that the Whitbread influence has been felt above, upon and below sea level.

The group's modern Aircraft and Ships Stores Division has a simple brief — to supply ships and aircraft with the company's and allied products anywhere in the world at any time.

THE BEGINNINGS

Part of this task is to supply those products to Royal Navy ships of all kinds, including nuclear submarines which may be away for months spending much of their time submerged.

Yet, looking back over two centuries of Whitbread history, one can trace the beginnings of this world-wide influence to the year 1763 when the manifest of the brig Samuel Whitbread showed 80 hogshead 5s. Porter from King's Lynn to Oporto.

Over the centuries, many things have changed, but the service and the brief remain the same.

The aircraft and ships stores department, as it is today, was re-formed from the export department in 1965 under Mr. Michael Whitbread, son of the group's chairman, and it was from this date that reorganization began.

It was made necessary by the growing demand from the Royal Navy and merchant fleets for draught beer all around the world, and the rapid growth of the airlines which also wanted beer, but, due to weight restrictions, could not carry sufficient to last a return flight, and would therefore need replenishing in such distant places as Singapore, Tokio, Ankara or Rio de Janiero.

TOT DEPARTURE

As sales grew, the department, of which Mr. Bill Hicks took charge in 1967, set up its strategically placed bonds about the world to supply duty free goods at short notice.

One of the changes in the patterns of trade came when the Royal Navy permitted the introduction of draught beer for petty officers and chiefs, and the department offered the already well established Tankard.

Another change in the pattern of trade was, inevitably, brought about by the departure of the tot and the granting of permission to senior messes to buy spirits. The suppliers were well aware that, on a ship the size of an aircraft carrier, this could mean anything up to 26 individual messes, apart from the Naafi canteen and wardroom.

BULK SUPPLIES

As sales have grown, the demand for more beer has given the department storage problems, despite the fact that it has 127 storing points for aircraft and ships.

The engineers and design "boffins" set to work on the project of designing ways of installing bulk beer tanks in ships.

As a result, the first merchant ship to have such an installation was completed at the Swan Hunter yard last year.

But all this can only be a glimpse of the complex task of supplying Whitbread products to ships and aircraft around the world — a task which means that you may find Whitbreads in ships, hovercraft, submarines — or, for example, on Jumbo Jets and Boeing 707s using the Polar route to Japan.



Around the world with cool refreshing Whitbread Tankard.

Whitbread for choice

BIRTH OF A 'LIMEY'!

Delve into the histories of long established companies like those mentioned on these pages and you find an absorbing adventure story of pioneering enterprise, hard work and perseverance.

But you also find unexpected snippets of information like, for example, an explanation of the origin of the nickname "Limey," bestowed upon Britons by generations of Americans or Australians.

From the days of Captain Cook to just after the second world war, Phillips' lime juice (fortified with rum as a preservative) was loaded aboard all ships sailing from Bristol, as an antidote to scurvy. To this extent, the firm of J. R. Phillips is associated with the nickname which thus was born.

This comes to light in the story of J. R. Phillips & Co. Ltd., of Bristol, shippers of wines and spirits, whose association with the Whitbread group marked another milestone for the Aircraft and Ships Stores department.

Here was a firm whose experience in the trade went back well over two centuries, tracing its origins to 1739 when one William George started the business, but owing its name to an accountant called James Rouquet Phillips who became a partner in 1808 and took over the business in 1825.

Phillips' trade expanded in this country and overseas, notably under Augustus Phillips who was associated with the company for 63 years until his death in 1896.

STAND FAST

William Grant and Sons Ltd., of Piccadilly, is the house that William Grant built. This highlander and his family built their whisky distillery, Glenfiddich, Dufftown, with their own hands, and soon after the first whisky was produced on Christmas Day, 1887, its outstanding quality was recognized.

Its brand name, Stand Fast, is the battle cry of the Clan Grant and had doubtless been raised by William Grant's great-grandfather who fought at the Battle of Culloden.

The days when a Mr. Rawlings sold his seltzer water to apothecaries, and Robert and Mary White sold ginger beer from a barrow pushed through London's crowded cobbled streets saw the beginnings of today's R. White Group of Companies.

Years of development and progress led up to the merger of **R. White & Sons Ltd.** with Whitbreads in 1969.

When Whites merged with Whitbreads, other companies joined the new Soft Drinks Division. One of the most famous was the Brearley Soft Drinks Company whose products, in non-returnable bottles, are popular and enjoy the Whitbread high quality reputation of Whitbreads products.

Storehouse of memory

The opening last month of Whitbreads' new 48,000 square feet bond at Portsmouth, to be run by Mr. Doug. Dixon (former depot manager at Portsmouth), was not only another step forward in the life of Whitbreads Aircraft and Ships Stores department, but a continuation of a long tradition of local service to a thirsty Navy.

It recalled another warehouse in Old Portsmouth, the King's Storehouse, which, built for King Henry VIII in 1514, was, at one time, the oldest surviving naval building in the country.

In its heyday it played a vital role in keeping the Navy's thirst quenched, dispensing the products of four nearby breweries.

The ups and downs of history—up to 1963 when the news was given that the Central Electricity Generating Board wanted the site for extensions to the nearby power station — saw the old storehouse damaged by fire in 1557, allowed to fall into disrepair, renovated and enlarged in 1782, and bombed in the second world war. A chequered history, to be sure.



Mix with Brearleys...

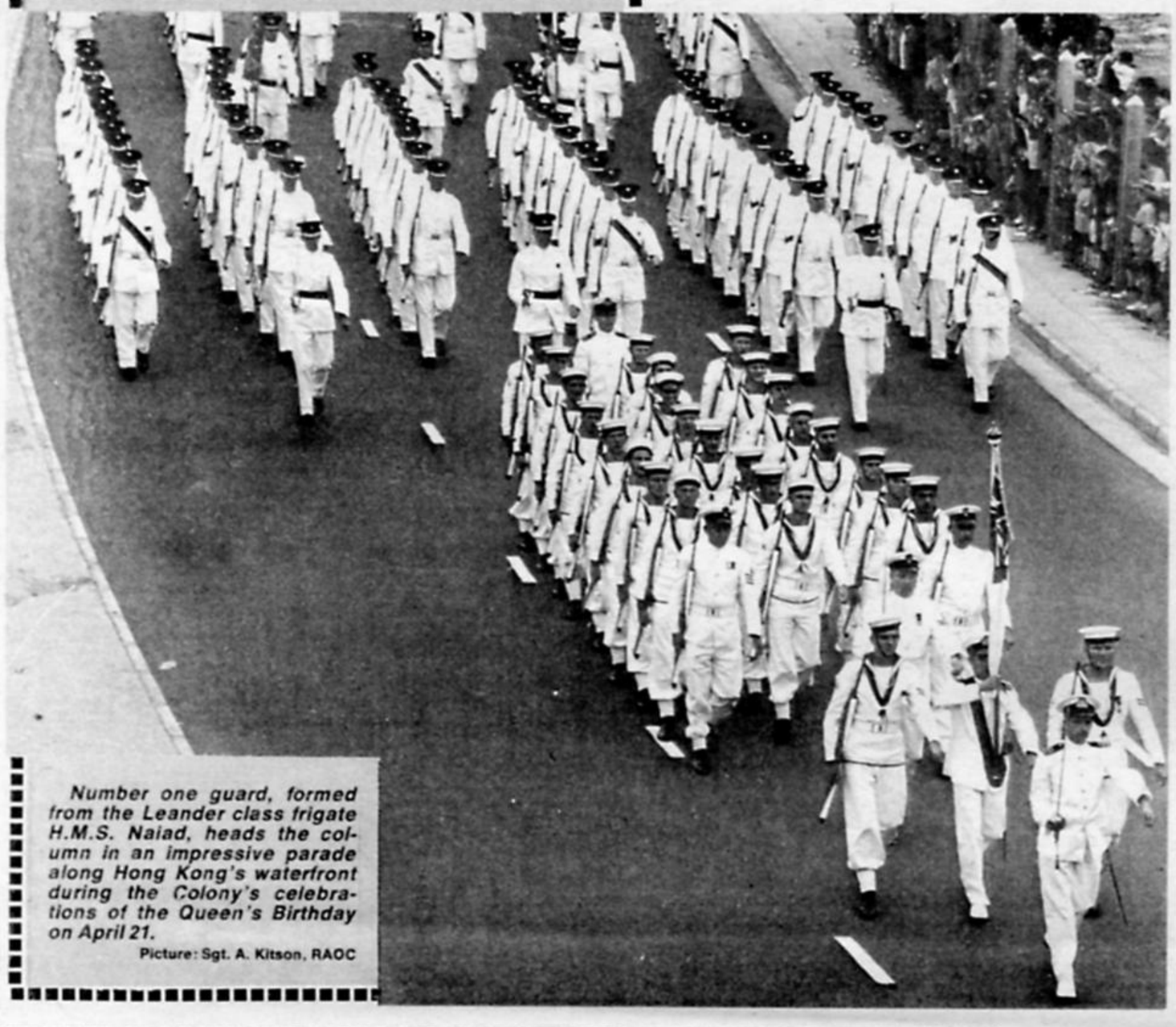
SODA WATER · DRY GINGER ALE · TONIC WATER
AMERICAN GINGER ALE · BITTER LEMON DRINK

Brearleys – a company within the
Whitbread Soft Drink Division,
176 Albany Road, London, S.E.5



COURVOISIER

Naiad heads the parade



Number one guard, formed from the Leander class frigate H.M.S. Naiad, heads the column in an impressive parade along Hong Kong's waterfront during the Colony's celebrations of the Queen's Birthday on April 21.

Picture: Sgt. A. Kitson, RAOC

SCOUTS ABOARD THE ARK

'Deep Sea' dive beneath the Rock

An exciting ten-hour expedition through the maze of Gibraltar's subterranean passages was one of the recent activities of H.M.S. Ark Royal's branch of the Deep Sea Scouts.

The Fort Liaison Officer of the movement at the Rock is also a member of the Cave Research Group and acted as leader of the expedition.

AXE HEAD FIND

The Rock's underground passages contain many beautiful and massive stalactite formations. During the trip, the party discovered a Neolithic stone axe head, a piece of Roman pottery, and two (as yet unidentified) large snakes which very effectively prevented further penetration of a cave known as Pete's Paradise.

Many in the Royal Navy may not have heard of Scout members in the Service, but they are permitted to wear their Scout uniform when ashore in foreign ports.

During the Second World War, membership of this branch of Scouting was more than 3,000, but since then the average has been about 800.

The branch is recognized by the Ministry of Defence, and a D.C.I. covering this (708/67) is issued from time to time.

SCOUTS' AIM

The aim of the branch is to enable Scouts afloat to make contact with their brother Scouts in ports throughout the world, and afford them an opportunity of continuing their Scouting activities in their seagoing profession.

Deep Sea Scouts are expected to be of service to all as the opportunity offers, particularly by instructing Cub Scouts and Scouts when ashore in ports of call.

MEETINGS AT SEA

The Ark Royal's DSS crew is made up of members from all parts of the ship, and weekly meetings are held while the ship is at sea.

Anyone interested in Scouting, is aged 16 to 65, and would like to find out more about Deep Sea Scouting should write to "Programme and Training Dept., Scout Association, 25, Buckingham Palace Road, London, S.W.10," or contact the secretary of the Ark Royal crew, REA2 N. Francis, 6E Mess, ext. 507/569.



ME Mike Warr, of H.M.S. Ark Royal's Deep Sea Scout crew, abseiling in Lower St Michael's Cave, Gibraltar.

ON SAIL EVERYWHERE!



Lyons Maid

Charts going metric

Admiralty tide tables covering the world are now being prepared with predicted heights measured in metres, and the first of these, Volume I covering European and Mediterranean ports, is now on sale. Heights are given additionally in feet until coverage of the United Kingdom with metric charts is adequate.

The work of converting Admiralty charts, now selling at a record level of two million copies a year, to metres was started three years ago, and is expected to take at least another 15 years.

"Darling, we must stop meeting like this. Couldn't you learn to swim?"

New way to tread water!

A naval officer "walking" on the Thames surprised onlookers from Tower Bridge on May 18, but he was well prepared for the occasion.

Sub-Lieut. Alan Hogarth, who works at Northwood, had designed an enormous pair of polystyrene boots 3ft. long, and with the aid of specially prepared "ski-ing sticks" made the trip satisfactorily. His charity walk with a difference was in aid of the Save-the-Children Fund.



Our palm fringed Navy!

The wind was whistling as these "sea soldiers" from H.M.S. Londonderry, practising a coast landing, made for the ready cover.



'DERRY LIGHT INFANTRY

The idea of sailors fighting ashore may sound incongruous, perhaps stirring faint recollections of the Naval Division in Flanders, but men of H.M.S. Londonderry take a different view.

For their seven months in the Caribbean, more than one-third of the ship's company are on stand-by to go in and sort out any strife-torn island.

The 81 men trained to take part in internal security operations have christened themselves the 108th of Foot. This fine old regiment consists of two independent platoons, an H.Q. element, a demolitions team, and a field interrogation unit.

The ship's Wasp helicopter makes the landing force self-supporting for as long as required and gives it tremendous mobility.

Perhaps some frigates with Royal Marines embarked may be surprised at the record to date of shifting 16 "sticks" of four men in 58 minutes.

Londonderry's "sea soldiers" are trained to carry out beach or helicopter assaults, anti-guerrilla operations, set up road blocks, guard airports and other vulnerable installations, and deal with riots. This last is perhaps the most likely role in which they could be used, so the riot squads practise almost every week, using tear, shields, and batons.

The 108th of Foot have not yet seen action, but they have achieved the ideal bloodless victory.

While visiting one island, it was found that the local police were expecting disturbances. A routine naval riot squad training session was filmed and shown on the local TV at a peak viewing hour.

When the violence duly broke out, the police warned the rioters that the "sea soldiers" would be called out unless the crowds dispersed. They went — fast!

Forth pops in on the 'Seabees'

Due to arrive at Devonport on June 7, H.M.S. Forth's voyage from the Far East included calls at Gan, Diego Garcia, and Mauritius.

Diego Garcia is the southernmost atoll in the Chago Archipelago, part of the British Indian Ocean territory, and is the site of the combined British/United States communication base.

The Forth's visit came only three weeks after a U.S. Navy construction Battalion began building the airstrip and communications facility.

The 'Seabees' were pleased to see the Forth, and hospitality was readily exchanged. The island is beautiful, and the Seabees are carefully preserving as much as possible of the natural environment.

Next call was Capetown on the way to the U.K. All men not essential for steaming the ship home returned by air.

The Forth's departure marks a major step in the Far East rundown. The submarines Finwhale, Orpheus, and Oberon have remained in Singapore and will be supported by a small shore-based organization under the Commander 7th Submarine Division.



AB John Pennock and JMA Michael Postles, from H.M.S. Forth, looking at the remains of a Second World War flying boat on the foreshore of the Indian Ocean island of Diego Garcia.

A COMMANDO ASSAULT



Amphibious assault forces in action. On the palm-fringed beach of Lingayen Gulf, in the Philippines, the Royal Fleet Auxiliaries Sir Galahad and Sir Lancelot were beached to land vehicles ashore during the five-nation SEATO exercise SUBOK.

Helicopters of 847 Naval Air Squadron landed supplies, and in five hours 40 Commando Group had been ferried ashore with all their vehicles by landing craft from the assault ship H.M.S. Intrepid.

INCORPORATED
NATIONAL NAUTICAL SCHOOL
NORE ROAD, PORTISHEAD

CATERING OFFICER

A man capable of taking charge of the catering for approximately 100 persons, also the training of a class of eight catering boys, age range 15–18 years for service in the Merchant Navy or other catering establishments.

Must be suitably qualified such as City and Guilds 151 or equivalent trade experience.

Salary dependent on age, qualifications and experience, and subject to Home Office approval.

Family accommodation available at Home Office rates.

£340 per annum payable for extraneous duties.

Apply to Secretary for application forms.

With over 200 insurance companies to choose from, only a qualified insurance broker is able to advise, without cost, on which policy will best suit your needs.

Memberhsip of the Corporation of Insurance Brokers and Services Insurance Brokers Association implies acceptance of high standards designed solely to protect the client.

FOR YOUR OWN PROTECTION USE A QUALIFIED BROKER

COLLYER, SMITH & DAY
LIMITED
(previously Collyer, Smith & Co. Ltd.)
Members of the Service Insurance Brokers Association. Incorporated Life Assurance Brokers.
219 WEST STREET, FAREHAM, HAMPSHIRE
TELEPHONE FAREHAM 2211
C. R. E. Day, A.C.I.I., F.C.I.B.; F. J. Longman; W. Collyer, F.C.I.B. (Consultant)

Navy News

Editor:
W. WILKINSON
Royal Naval Barracks, Portsmouth
Tel. Portsmouth 22351 (Ext. 72194)

Packing the biggest punch

The motor racing enthusiast who takes an Austin Seven, adds a supercharger, achieves mechanical perfection in every nut and bolt, and proceeds to lick the pants off the "big boys," can stand tall in the prestige of his fellows.

It is something like that with the Royal Navy. One or two of the other "pits" are more generously packed with staff and ironmongery, but the R.N. has a driving determination to "make the most of what you've got."

One aspect of this policy has been the unprecedented amount of mileage extracted from units of the Fleet, and the parallel objectives are now to cut out useless and tedious tasks, make life more interesting, and take advantage of every ounce of native ingenuity to "pack a bigger punch."

The Harrier aircraft is a brillaint piece of engineering, arousing attention in every quarter, and looks like developing to be really useful about the right time

In planning the shape of Britain's future fleet, care is being taken to allow for all the options, with high hopes resting on the combination of the new through-deck cruiser and the Harrier.

Perhaps the union of the Fleet Air Arm and the Royal Air Force was rather a "shotgun wedding," but the operational exercises in the Ark Royal have shown how well the couple are settling down in the defensive role as now planned.

Striking a balance

Among personnel, striving for greater efficiency demands the striking of a very delicate balance.

H.M.S. Rothesay's new messdecks are "the shape of things to come" in the Navy's living standards, but streamlined working and reduced manning produce possibilities other than the freeing of more space.

A lot of fellows are queueing to go to sea. That is what they joined for.

A day of training aboard ship is better than a month in barracks, and without jeopardizing habitability, it is obviously in everybody's interests to draw the best dividend possible from investment in man management techniques.



"I don't know about joining the Common Market, but everybody seems to get in on our act!"

'A GOOD LIFE'

And a Service which satisfies, says M.P.

The Royal Navy has been very much in the public eye during the past few weeks, the comments ranging from high praise to what was described as " a grave slur."

With a 20 per cent. increase in recruiting in the past 12 months, it was interesting to hear the Labour M.P. for Huddersfield (Mr. J. P. W. Mallalieu) telling the House of Commons that the food sailors were now getting was one of the biggest improvements in the Service since the war. It was really first class.

" Life in the Royal Navy for a very large number of people is a good life," he said. " It is a worthwhile Service. It is a Service many people find satisfying."

Future Fleet

Present progress and something of the shape of things to come were referred to during the Debate on the Royal Navy.

Still trying to correct the wrong impression left by the cuts of recent years, the Navy Minister once again emphasized that apart from the United States and Soviet Russia, the British Navy was unmatched.

" We are still very much a naval power," he said, " and the largest naval power in Western Europe."

Two warships recently delivered and 19 under construction (including five nuclear submarines) represented £180m. worth of investment in the future Fleet. Continuing the Ark Royal would plug the gap until surface - to - surface missiles were forthcoming, and intensive work was going ahead on producing a new torpedo.

Apart from this reasonably satisfying review of the Navy's hardware, there was promise of a better life for the men and their families.

As well as restoring a sense of purpose the aim has been to increase opportunities available to personnel and to ease the way out for any who find that changing circumstances will bring unhappiness unless they are able to obtain release from their contracts.

By now it must be well known that the situation for boy entrants has been totally altered, and that all will be able to leave in their early 20s if they wish to do so.

The standard of eating in the Navy having been transformed, a bit of a battle has been going on about " habitability " in ships — the comfort of where sailors sleep and have rest and recreation.

The official promise is that living space in new ships is to be increased by 20 per cent., but there is also hope for the older units.

By the cutting down of menial tasks, the introduction of labour -saving devices, and the " streamlining " of manpower needs, strenuous efforts are being made to cut complements, and this in turn will make more room aboard for everyone else.

Family Welfare

Among the families also, close attention is being directed to the possibility of improvements.

" Family Welfare " are two words which mean different things to different people.

The staff concerned have a difficult task, often among very youthful marriages and individual inadequacy liable to problems in any sphere of society, but all too little is heard of the daily " good turns " for which families have cause to be grateful.

Not long ago Welfare had a good look at itself through the activities of a Working Party, and now the Minister promises a new detailed study — " by an outside expert " as yet unnamed.

Portsmouth DQs

The most irate words, however, have been reserved for the Granada Television programme on the naval detention quarters at Portsmouth.

The Navy Minister said " his confidence was abused," and Tories and Socialists slanged each other on " political bias."

It seems generally agreed that the television programme made no mention of the specific offences which led men to the detention quarters, nor of the " pierhead jumps " suffered by men who have to fill places left by absentees.

As in most Service matters, in the end it becomes a question of the men involved, and if it was right to give wide publicity to this fringe of naval life, it might have evened the balance if justice had been done to the staff of the detention quarters in the improvements and their efforts, especially during the latter years.

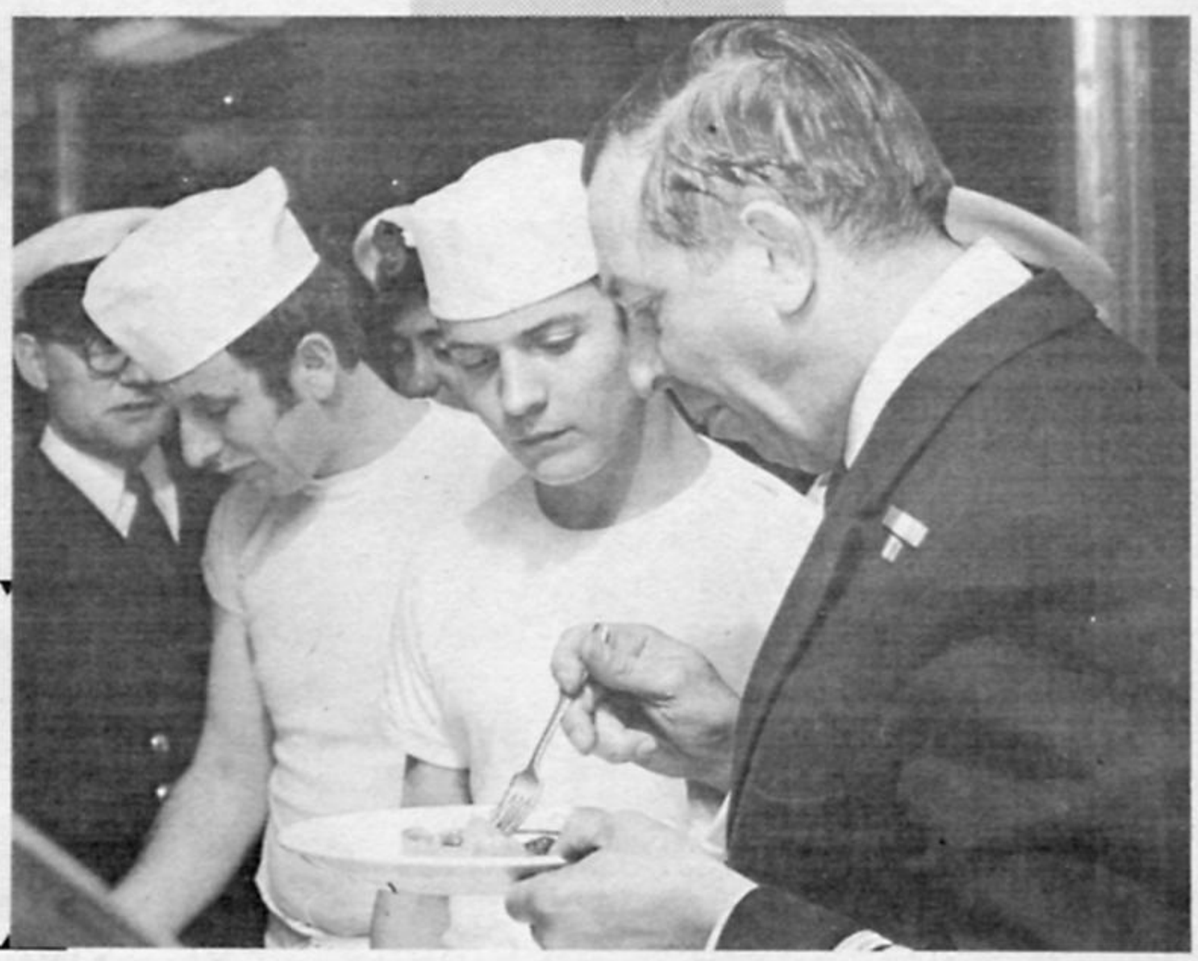
'Close look'

No one has denied that men emerge from DQs much fitter than when they went in, and not even a spell there prevents quite a few of them, once outside the Service, wishing they were back again.

But, when mud is thrown, a little always sticks. The Minister is keeping " a close look " to see whether reforms already undertaken are the right ones.

Meanwhile, if the staff knew the feelings of other organizations who have been similarly " investigated," they would be much consoled by the failure to produce the sensationalism which some might expect to find behind the DQ walls.

Tasting time



The Navy's food is " first class," the House of Commons has been told. Here 20-year-old Cook Michael Griffin, of Kidbrooke, watches anxiously aboard H.M.S. Eagle as Cdr. J. W. E. Moreton appraises the boulanque potatoes during the Western Fleet cookery competition. The Eagle came first in class A (ship's company galley), and second in class B (wardroom galley).

KINGSLAND SCHOOL
Hartley, Plymouth 71278
Boys Boarding and Day
Juniors to 11+
Seniors to 'O' Level. Academic and Practical.
The aim is to provide SMALL CLASSES with qualified and experienced staff so that boys can progress to G.C.E. 'O' Level in as many subjects as possible. For those with a **disturbed education** special remedial classes can be arranged.
Full Sports Facilities and Heated Swimming Pool.
Prospectus from Secretary.

CRUISER JUMP-JET CHANCES STRONGER AFTER . . .



A Harrier hovering near H.M.S. Ark Royal as another aircraft lands on the carrier.

Ark–Harrier trials success

A dramatic shot during the Harrier trials from H.M.S. Ark Royal.



The possibility of the Royal Navy's new cruiser, now in the development stage, being equipped with short take-off jet aircraft has taken a firm step forward as a result of the first operational sea trials aboard H.M.S. Ark Royal.

The cruiser, expected to be the first of three, will have a through deck, and is mainly a platform for the Sea King helicopters. It will be built regardless of jump-jet availability, but something like the Harrier would provide a valuable bonus in its ability to provide protection from an over-the-horizon missile threat, a stand-off missile threat, or from shadowing forces.

By the time H.M.S. Ark Royal is phased out, at least one of the cruisers should be in service.

Main purpose

The present trials, held in the Moray Firth between May 4 and 15, has as their main purpose the evaluation of the Harrier under operational conditions to assist in assessing its potential in the maritime role.

The aircraft taking part in the trials were flown by Royal Air Force pilots from No. 1 (Fighter) Squadron — the world's oldest military aviation unit — who were able to demonstrate the extent to which Navy-R.A.F. co-operation at sea is developing.

Nine other navies were officially interested in the trials, including the United States who last month took delivery of the first Harrier jets for their Marine Corps.

One other navy also seemed to be anxious to have a look, and sent intelligence trawlers in the usual "spy" role.

Among spectators at the trials was Mr. Peter Kirk, Under Secretary of State (Navy), who was aboard the Ark Royal on May 11 and 12.

In ten days of trials, averaging six sorties a day, four R.A.F. crews and two aircraft were simulating operational conditions for fuel, load, and range.

'Parlour tricks'

One dropped a practice 1,000lb. bomb abreast the ship as part of its weapon training, and they both showed their "parlour tricks" which included pirouetting within their own length.

More United States orders are expected, and world-wide orders are only awaiting the results of operational service.

The trials were highly successful, and reinforced the opinion that the jump jet is a vital contribution to the naval weaponry of the next decade.

Inter-Service co-operation. The Vice Chief of Air Staff, Air Marshal Sir Denis Smallwood, and the Vice Chief of Naval Staff, Vice-Admiral T. T. Lewin, pose for the photographer on a Harrier aboard H.M.S. Ark Royal. The Harriers in the trials were flown by pilots of the R.A.F.'s No. i (Fighter) Squadron, from the Royal Navy's most powerful warship.

Daedalus artificer wins aero prize

Radio Electrical Artificer (Air) Glewn Mackie, pictured here, has been awarded a prize for lecturing by the Royal Aeronautical Society.

A lecture on "Bird Strikes and Preventive Measures," given to the R.A.S. at Southampton University early this year, gained him the N. E. Rowe Medal of the Society. As a result of this, he has also been awarded Graduate Membership of the R.A.S., which at Glewn's age (19) is a high honour.

He has been serving his apprenticeship at H.M.S. Daedalus, and is hoping to obtain his commission by the Upper Yardman method.



REA Glewn Mackie

MANADON AWARD

During ceremonial divisions at the Royal Naval Engineering College, Manadon, the Flag Officer Plymouth (Rear-Admiral J. R. McKaig) presented the Queen's Sword to Lieut. W. T. Wiseman, B.Sc.



BERNARDS

Take pleasure in announcing the opening on JULY 5th of their Purpose-Built

Departmental Store

in Queen Street, Portsmouth

Through this store and the many Bernard Branches at home and abroad a first class service providing for practically every need of the Serviceman and his family is available to the Royal Navy, Royal Marines and WRNS. Credit Facilities are obtainable where preferred to paying cash, and remember that on every aspect of Quality and Service –

You Really Do Buy Better at Bernards

C. H. BERNARD & SONS

LIMITED

QUEEN STREET, PORTSMOUTH

Branches at:
Chatham, Devonport, Portland, Plymouth, Deal, Grimsby, Londonderry, Southampton, Gibraltar, Valletta and Sliema, Malta, and at Lossiemouth, Arbroath, Culdrose, Corsham, Lympstone, Yeovilton, H.M.S. Dolphin, H.M.S. Neptune and H.M.S. Cochrane.

Head Office:
Anglia House, Harwich, Essex. Telephone 2281

Space-age look as a "protection suit" is tried out at H.M.S. Phoenix by LS Terence Michael.



PHOENIX INSURES

(It's part of the Navy's policy)

In an age when soph
problems of life remain un

For the man who choose
ship damage might never com

Ask anyone who has face
about the supreme importan
pressure is on. This is just
Portsmouth, an outline of who

Whether it's glorious mid-summer with warm water and blue skies, or grey brooding winter, and a bleak wind whipping waves across the northern reaches of Portsmouth harbour, Horsea Island is one place where they always appreciate a good fire.

Since 1958, when the Navy's fire school moved there from H.M.S. Phoenix in "mainland" Portsmouth, flame and smoke signals from the island have announced that the Service's firefighters are in business — or to be more accurate its potential firefighters.

Because the men — and women — who go there are not really firefighters at all, but members of all walks of Navy life learning what to do if fire strikes, whether afloat or ashore.

A small but dedicated staff has the job of creating, supervising, and ensuring the extinguishing of a variety of blazes ranging from small bonfires needing only "first aid" treatment to dramatic conflagrations from 2,000 gallons of diesel oil blazing in a 25ft. square pit. As someone said, "It can be quite hairy here at times." (That's one reason why the staff watch carefully what's going on, and why there are always "safety numbers" close by to intervene should a student find himself in difficulty.)

About 7,000 - 8,000 a year attend courses, ranging from half-day to a week, and lectures on theory supplement the real thing.

Fires are fought with foam and water. Surprising, perhaps, to many, water is used for the big oil-pit fire, but it is emphasized that this can only be done in certain conditions. This blaze is fought through a "water wall" with the wind carrying flame and smoke towards the firefighters to give them confidence in the effectiveness of the "wall."

Much of the practical work is carried out in the enclosed areas of simulated messdecks or compartments, where the men tackle oil blazes on two levels, sometimes as many as five separate outbreaks at a time. During some there are search and rescue operations, with casualties — dummies weighing 13 or 14 stone — having to be found and brought out.

As a speciality they let a large container-full of water splash on to a tray of burning fat just to demonstrate how not to do it. The results are spectacular.

A variety of gear is worn, including Fearnought suits made of asbestos. For the "under-cover" operations there is breathing apparatus and, strangely perhaps, it is the donning of this apparatus rather than the fires themselves which on occasions daunt a student.

"Sometimes on a cold winter morning they're only too glad when we get a fire going," said one member of the staff.

The school caters for officers and senior and junior rates, including submariners and Fleet Air Arm personnel, and about 30 Wren officers and as many nursing sisters also attend the one day or half-day courses each year. One of the nurses' exercises is to locate a fire "victim" in smoke and give a pain-killing injection.

Outside organizations send men to Horsea, including the Merchant Navy — men from the QE2 went there to try their hand at a few blazes — the Army, Board of Trade, civilian fire authorities and schools.

Like plenty of other jobs in the Navy, the instructors have a tough, demanding task calling for patience and dedication. But they have the consolation of being in a real man's job and one which could result in the saving of life and property.

Story: John Tucker

Pictures: PO Dave Morris



Fire facts and figures

The number of fires in Royal Navy ships and establishments increased in 1969-70 by 91 over the previous year, but their cost was substantially lower — in fact at about £70,000 it was the lowest fire loss figure since 1962-63. This indicates that high standards in fire fighting training can result in substantial savings.

The official report adds that the proportion of the total loss occurring in ships has been significantly reduced. "Credit must go to management at all levels for the relatively low fire loss to Navy Department property. By comparison, national fire losses continue to rise by about 10 per cent. annually."

All this makes interesting and gratifying reading at Phoenix, in the knowledge that their efforts play an important role in training the Navy in fire prevention and control.

Seamanship School

In January this year H.M.S. Phoenix assumed responsibility for seamanship in the Royal Navy, including training, policy and trials. The Seamanship School is at Flathouse Jetty.

Main training task undertaken is for petty officer and leading seaman qualifying candidates, and other courses include pre-commissioning training for seamen officers and men before joining their ships, Special Duties officer candidates, survival at sea and boat training.

Of the total 61 subjects covered, the more obvious are boatwork, coastal navigation, anchors and cables and ship husbandry.

Some ratings are trained for sail-making duties, such as making and repairing ships' awnings, small boats' sails and covers and wire splicing.

Nearly 2,500 students pass through the school each year.

MODEL WAY TO TEST STABILITY



Equipment at an establishment like H.M.S. Phoenix is inevitably functional rather than attractive.

One place which is both is the Model Room, with its transparent tanks and large warship models. These include new and not-so-new: An Emergency-class destroyer, Dido-class cruiser, assault ship, Ark Royal / Eagle, light fleet carrier, guided missile destroyer and model of the old Ark Royal.

The brass and aluminium models are launched to demonstrate stability and the effect of damage and flooding. A list of up to 23 degrees can be given — compartments are flooded by opening valves — and courses are asked, "Now what would you do chum?" Then they can see just how right or wrong they were, because the result of their suggestions can be demonstrated and analysed.

Famous names

Stability of the models is correct in every detail and they react in the same way as the real ship would.

Round the walls are pictures of ships heavily damaged during the last war, including some famous names. Some sank and some were saved, and at Phoenix the action taken at the time is analysed and discussed.

Regularly they save the old "Ark," as by use of the model the experts show what action they consider would have saved her from sinking after she had been torpedoed in 1941.

In the picture, left, Lieut-Cdr L. E. Harfield instructs a course of engineering officers, with the aid of the County class model. This particular course included Dutch and Australian officers.

THE LOAD IS BIGGER

In the year to September 1970 more than 11,000 officers and ratings went through courses at H.M.S. Phoenix, and of these over 7,000 went on firefighting school courses on Horsea Island. Since 1966 the training load has increased by some 40 per cent.

Men from NATO countries and other navies attend, as well as Royal Navy personnel. A small proportion of women also take part.

"Looking after" the students at what is a small establishment by Royal Navy standards is a permanent staff of about 25 officers and 60 ratings.

To the rescue

Dra
thro
the
stra
fire.
foa



Space-age look as a "protection suit" is tried out at H.M.S. Phoenix by LS Terence Michael.



PHOENIX INSURES

(It's part of the Navy's policy)

In an age when sophisticated machinery and electronic wizardry grow more dominant, plenty of the basic problems of life remain unchanged.

For the man who chooses the sea as his career the age-old twin hazards of "fire down below" and ship damage might never come his way, But that's no reason why he should not be ready . . . just in case.

Ask anyone who has faced such an emergency situation and you will hear about the supreme importance of knowing the right thing to do when the pressure is on. This is just part of what they teach at H.M.S. Phoenix, Portsmouth, an outline of whose work appears here.

Whether it's glorious mid-summer with warm water and blue skies, or grey brooding winter, and a bleak wind whipping waves across the northern reaches of Portsmouth harbour, Horsea Island is one place where they always appreciate a good fire.

Since 1958, when the Navy's fire school moved there from H.M.S. Phoenix in "mainland" Portsmouth, flame and smoke signals from the island have announced that the Service's firefighters are in business — or to be more accurate its potential firefighters.

Because the men — and women — who go there are not really firefighters at all, but members of all walks of Navy life learning what to do if fire strikes, whether afloat or ashore.

A small but dedicated staff has the job of creating, supervising, and ensuring the extinguishing of a variety of blazes ranging from small bonfires needing only "first aid" treatment to dramatic conflagrations from 2,000 gallons of diesel oil blazing in a 25ft. square pit. As someone said, "It can be quite hairy here at times." (That's one reason why the staff watch carefully what's going on, and why there are always "safety numbers" close by to intervene should a student find himself in difficulty.)

About 7,000 - 8,000 a year attend courses, ranging from half-day to a week, and lectures on theory supplement the real thing.

Fires are fought with foam and water. Surprising, perhaps, to many, water is used for the big oil-pit fire, but it is emphasized that this can only be done in certain conditions. This blaze is fought through a "water wall" with the wind carrying flame and smoke towards the firefighters to give them confidence in the effectiveness of the "wall."

Much of the practical work is carried out in the enclosed areas of simulated messdecks or compartments, where the men tackle oil blazes on two levels, sometimes as many as five separate outbreaks at a time. During some there are search and rescue operations, with casualties — dummies weighing 13 or 14 stone — having to be found and brought out.

As a speciality they let a large container-full of water splash on to a tray of burning fat just to demonstrate how not to do it. The results are spectacular.

A variety of gear is worn, including Fearnought suits made of asbestos. For the "under-cover" operations there is breathing apparatus and, strangely perhaps, it is the donning of this apparatus rather than the fires themselves which on occasions daunt a student.

"Sometimes on a cold winter morning they're only too glad when we get a fire going," said one member of the staff.

The school caters for officers and senior and junior rates, including submariners and Fleet Air Arm personnel, and about 30 Wren officers and as many nursing sisters also attend the one day or half-day courses each year. One of the nurses' exercises is to locate a fire "victim" in smoke and give a pain-killing injection.

Outside organizations send men to Horsea, including the Merchant Navy — men from the QE2 went there to try their hand at a few blazes — the Army, Board of Trade, civilian fire authorities and schools.

Like plenty of other jobs in the Navy, the instructors have a tough, demanding task calling for patience and dedication. But they have the consolation of being in a real man's job and one which could result in the saving of life and property.

Story: John Tucker

Pictures: PO Dave Morris

Blue skies and a big fire



Dramatic scene on Horsea Island as, through a "water wall," members of the Firefighting School staff demonstrate the tackling of the big oil-pit fire. In this instance, they are using foam and approaching from windward.

To the rescue



"Blitzed building" rescue during a disaster control exercise. Third Officer Lesley Redman, the "casualty," is lifted from beneath at least half a ton of rubble, including a massive concrete slab. The rescuers are Third Officers Elizabeth Davis and Carri Callaghan.

Where defence is the keynote

"Get the strength of the insurance companies around you" has become one of the more easily remembered catch-phrases of the telly-ads. in recent years. These days you can insure against nearly everything — at a cost, of course — and as part of everyday life insurance undoubtedly fills a real need.

The Royal Navy, too, needs insurance, and at H.M.S. Phoenix they like to think of themselves as one of the Navy's bargain policies.

In what admittedly is a series of rather undistinguished hutments and other buildings is housed the Service's Nuclear, Biological and Chemical Defence and Damage Control School. But they are buildings which hold one or two surprises.

One grey metal structure raised above ground level resembles at first glance a water storage tower and in a way that is what it is, for it can be transformed for training purposes into a perilous water — and fire — hazard. Into a darkened compartment something akin to a messdeck, water gushes as men struggle chest deep to stop the leaks, get pumps and hoses working and restore electricity. And just to complicate matters the whole tank is angled, to give the "ship" a realistic list, while at the same time a fire has to be tackled.

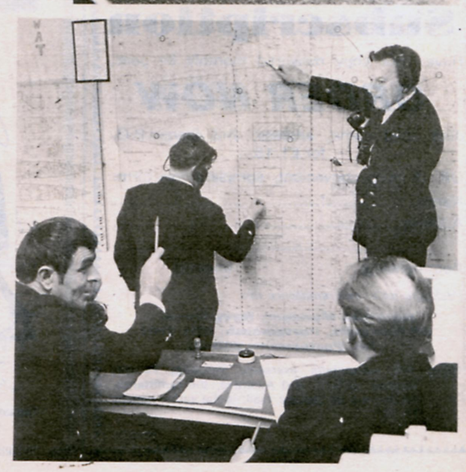
Another Phoenix feature is the Controlex Room where experience can be gained of damage control from a central point. Telephones connect the man in charge to points throughout the "ship" where damage control parties are based, and diagrams in front of him are updated to show latest "state of play." His job is to assess the situation and make decisions.

Defence against the modern warfare problems of nuclear, chemical and biological attack are taught, and officers and senior rates learn about the effects of chemical agents and radiation and what protective measures must be taken. Latest item about to come into operation is the Protection Team unit, where teams will be able to detect and measure radioactivity, and take action to remove it.

Radioactive material in minute quantities is used for training purposes, but great care is taken and there is no question of the radiation strength being at hazard level.

Disaster control forms another aspect of instruction at Phoenix, including aid to civil powers in both war and peace.

It all adds up to the fact that the establishment is possibly unique in the Navy in being the only one solely concerned with defence rather than attack.





The crest of H.M.S. Phoenix, whose name derives from a mythical bird which periodically burnt itself on a funeral pyre and rose again from the ashes.

The name Phoenix has been associated with the Royal Navy since 1546, first ship of the name being a vessel of 20 guns bought in Scotland. More recent ships in the long list to carry the name were the destroyer of 1911 — torpedoed in 1918 — and the 1929 submarine which was lost in 1940.

During the last war the name was borne by the R.N. air station at Fayid. It was given to the R.N. Damage Control School at Stamshaw, Portsmouth, in 1949, the school having transferred from London in 1946.

H.M.S. Phoenix, which is commanded by Capt. B. F. P. Samborne, now comprises the N.B.C.D. School at Stamshaw, the Royal Naval Seamanship School at Flathouse Jetty and the Firefighting School on Horsea Island.



IN ACTION

"Detective" team operating (top right) at H.M.S. Phoenix checking for radioactive contamination in the Monitoring Room, where great care is exercised in the minute quantities of such material involved.

As water gushes into a compartment in the damage repair instruction unit (right) a pump suction hose is brought into use by Lieuts. E. F. Searle and D. E. Whatmough, of R.N.E. College Manadon, who are joining H.M.S. Caprice.

Directing damage control operations from a central point is practised from the Controlex Room (bottom right). At the diagram board are CMEA Vivian Dawson and MEA(H) Sid Fisher; at the desk, PO Bill Roe and CPO Bryan Smith.



Fire facts and figures

The number of fires in Royal Navy ships and establishments increased in 1969-70 by 91 over the previous year, but their cost was substantially lower — in fact at about £70,000 it was the lowest fire loss figure since 1962-63. This indicates that high standards in fire fighting training can result in substantial savings.

The official report adds that the proportion of the total loss occurring in ships has been significantly reduced. "Credit must go to management at all levels for the relatively low fire loss to Navy Department property. By comparison, national fire losses continue to rise by about 10 per cent. annually."

All this makes interesting and gratifying reading at Phoenix, in the knowledge that their efforts play an important role in training the Navy in fire prevention and control.

Seamanship School

In January this year H.M.S. Phoenix assumed responsibility for seamanship in the Royal Navy, including training, policy and trials. The Seamanship School is at Flathouse Jetty.

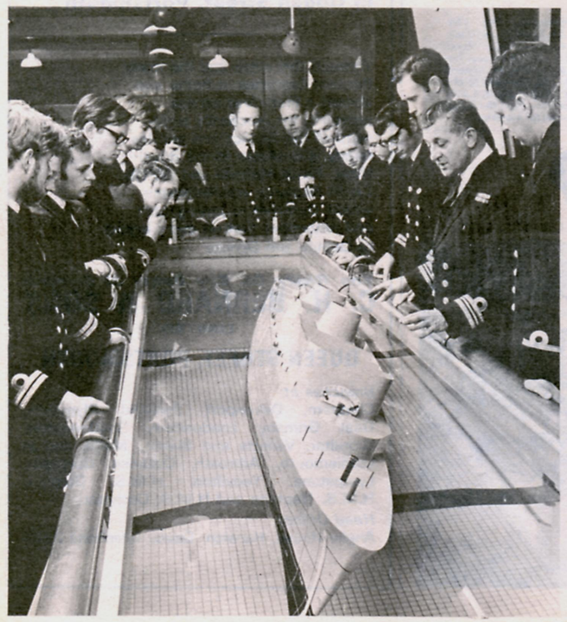
Main training task undertaken is for petty officer and leading seaman qualifying candidates, and other courses include pre-commissioning training for seamen officers and men before joining their ships, Special Duties officer candidates, survival at sea and boat training.

Of the total 61 subjects covered, the more obvious are boatwork, coastal navigation, anchors and cables and ship husbandry.

Some ratings are trained for sail-making duties, such as making and repairing ships' awnings, small boats' sails and covers and wire splicing.

Nearly 2,500 students pass through the school each year.

MODEL WAY TO TEST STABILITY



Equipment at an establishment like H.M.S. Phoenix is inevitably functional rather than attractive.

One place which is both is the Model Room, with its transparent tanks and large warship models. These include new and not-so-new: An Emergency-class destroyer, Dido-class cruiser, assault ship, Ark Royal / Eagle, light fleet carrier, guided missile destroyer and model of the old Ark Royal.

The brass and aluminium models are launched to demonstrate stability and the effect of damage and flooding. A list of up to 23 degrees can be given — compartments are flooded by opening valves — and courses are asked, "Now what would you do chum?" Then they can see just how right or wrong they were, because the result of their suggestions can be demonstrated and analysed.

Famous names

Stability of the models is correct in every detail and they react in the same way as the real ship would.

Round the walls are pictures of ships heavily damaged during the last war, including some famous names. Some sank and some were saved, and at Phoenix the action taken at the time is analysed and discussed.

Regularly they save the old "Ark," as by use of the model the experts show what action they consider would have saved her from sinking after she had been torpedoed in 1941.

In the picture, left, Lieut-Cdr L. E. Harfield instructs a course of engineering officers, with the aid of the County class model. This particular course included Dutch and Australian officers.

THE LOAD IS BIGGER

In the year to September 1970 more than 11,000 officers and ratings went through courses at H.M.S. Phoenix, and of these over 7,000 went on firefighting school courses on Horsea Island. Since 1966 the training load has increased by some 40 per cent.

Men from NATO countries and other navies attend, as well as Royal Navy personnel. A small proportion of women also take part.

"Looking after" the students at what is a small establishment by Royal Navy standards is a permanent staff of about 25 officers and 60 ratings.

histicated machinery and electronic wizardry grow more dominant, plenty of the basic changed.

s the sea as his career the age-old twin hazards of "fire down below" and e his way, But that's no reason why he should not be ready . . . just in case.

d such an emergency situation and you will hear ce of knowing the right thing to do when the part of what they teach at H.M.S. Phoenix, se work appears here.



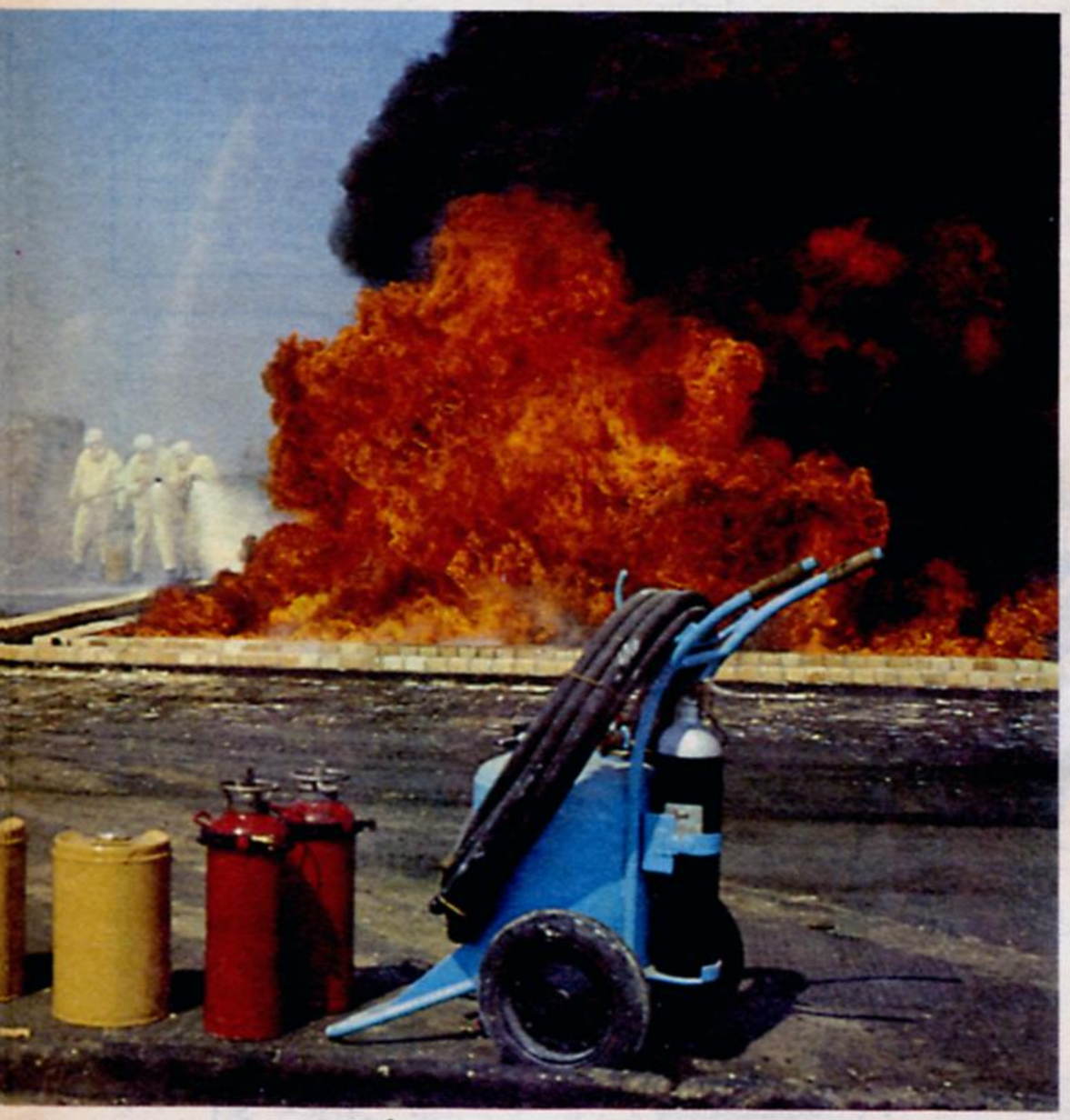
The crest of H.M.S. Phoenix, whose name derives from a mythical bird which periodically burnt itself on a funeral pyre and rose again from the ashes.

The name Phoenix has been associated with the Royal Navy since 1546, first ship of the name being a vessel of 20 guns bought in Scotland. More recent ships in the long list to carry the name were the destroyer of 1911 — torpedoed in 1918 — and the 1929 submarine which was lost in 1940.

During the last war the name was borne by the R.N. air station at Fayid. It was given to the R.N. Damage Control School at Stamshaw, Portsmouth, in 1949, the school having transferred from London in 1946.

H.M.S. Phoenix, which is commanded by Capt. B. F. P. Samborne, now comprises the N.B.C.D. School at Stamshaw, the Royal Naval Seamanship School at Flathouse Jetty and the Firefighting School on Horsea Island.

Blue skies and a big fire



matic scene on Horsea Island as, ugh a "water wall," members of Firefighting School staff demonte the tackling of the big oil-pit In this instance, they are using m and approaching from windward.



"Blitzed building" rescue during a disaster control exercise. Third Officer Lesley Redman, the "casualty," is lifted from beneath at least half a ton of rubble, including a massive concrete slab. The rescuers are Third Officers Elizabeth Davis and Carri Callaghan.

Where defence is the keynote

"Get the strength of the insurance companies around you" has become one of the more easily remembered catch-phrases of the telly-ads. in recent years. These days you can insure against nearly everything — at a cost, of course — and as part of everyday life insurance undoubtedly fills a real need.

The Royal Navy, too, needs insurance, and at H.M.S. Phoenix they like to think of themselves as one of the Navy's bargain policies.

In what admittedly is a series of rather undistinguished hutments and other buildings is housed the Service's Nuclear, Biological and Chemical Defence and Damage Control School. But they are buildings which hold one or two surprises.

One grey metal structure raised above ground level resembles at first glance a water storage tower and in a way that is what it is, for it can be transformed for training purposes into a perilous water — and fire — hazard. Into a darkened compartment something akin to a messdeck, water gushes as men struggle chest deep to stop the leaks, get pumps and hoses working and restore electricity. And just to complicate matters the whole tank is angled, to give the "ship" a realistic list, while at the same time a fire has to be tackled.

Another Phoenix feature is the Controlex Room where experience can be gained of damage control from a central point. Telephones connect the man in charge to points throughout the "ship" where damage control parties are based, and diagrams in front of him are updated to show latest "state of play." His job is to assess the situation and make decisions.

Defence against the modern warfare problems of nuclear, chemical and biological attack are taught, and officers and senior rates learn about the effects of chemical agents and radiation and what protective measures must be taken. Latest item about to come into operation is the Protection Team unit, where teams will be able to detect and measure radioactivity, and take action to remove it.

Radioactive material in minute quantities is used for training purposes, but great care is taken and there is no question of the radiation strength being at hazard level.

Disaster control forms another aspect of instruction at Phoenix, including aid to civil powers in both war and peace.

It all adds up to the fact that the establishment is possibly unique in the Navy in being the only one solely concerned with defence rather than attack.



IN ACTION

"Detective" team operating (top right) at H.M.S. Phoenix checking for radioactive contamination in the Monitoring Room, where great care is exercised in the minute quantities of such material involved.

As water gushes into a compartment in the damage repair instruction unit (right) a pump suction hose is brought into use by Lieuts. E. F. Searle and D. E. Whatmough, of R.N.E. College Manadon, who are joining H.M.S. Caprice.

Directing damage control operations from a central point is practised from the Controlex Room (bottom right). At the diagram board are CMEA Vivian Dawson and MEA(H) Sid Fisher; at the desk, PO Bill Roe and CPO Bryan Smith.





Was Mulberry a waste of time?

Lying on a sandbank in Langstone Harbour on the South Coast is a broken-backed section of a concrete jetty, a useful perch for anglers and forgiven as an eyesore because of its historic significance.

It was one of the sections built to float over the Channel and form a harbour for the Allied invasion forces on D-Day, but pride in this ingenious British contribution to the liberation of Europe takes a knock in **D-Day — The Normandy Invasion in Retrospect** by the Eisenhower Foundation (University Press of Kansas, price 7.50 U.S. dollars).

Abandoned

According to one of the contributors, George M. Elsey, writing on the naval aspects of the invasion, "the Mulberry artificial ports, instead of being keys to the success as they were hailed at the time, were 'excessive insurance,'"

Because of the storm immediately after the invasion, he points out that the Mulberry at Omaha beach was abandoned, and yet twice the tonnage was soon being handled without the Mulberry as had been planned to handle with it.

He also declares that tonnage handled through the British Mulberry, which was completed according to plan, was less than that dealt with at Omaha without the Mulberry.

The writer is entitled to his opinion that the building of the Mulberry sections was a waste of time and resources, but even conceding that the Mulberries were to become unnecessary at an early stage in the landings, can anyone be so certain that they did not make an important initial contribution towards tipping the balance in favour of the Allies?

Perhaps those who used the Mulberry harbour right at the start are best fitted to answer.

Doubt is also cast upon the importance of naval gunfire, Mr. Elsey pointing out that few German batteries were actually knocked out by naval shelling.

Although German records are "full of references to the dire effects of naval fire" the writer discounts this as the seeking of excuses to spread the blame for their own deficiencies.

But if the Germans were so affected by the Navy's guns, is it not fair to accept that the effect on Allied morale was just as profound?

In general, however, the book is not scathing. D-Day left no deep pool of disaster in which to stir up the mud of failure, and the contributors have produced a scholarly re-examination 25 years after this vast military operation.

Post-assault strategy will for ever form the basis for argument and criticism, but the invasion itself, having regard to the personalities and nationalities involved, proved to be a remarkable co-operative enterprise.

Without decisive air power it could not have happened, and without naval domination it could not have succeeded.

It may still be wondered how the Germans, denied navy and air force, were able to put up such resistance. It was quite simply that they had the use of Britain's historic weapon — that strip of water which stands before the invader.

Had they also had a navy, what a different tale might have been told.

NEW ON THE BOOKSHELF

So he put it all down on paper . . .

For a great many sailors, a career in the Royal Navy meant links with historic events and personalities, especially over the periods of the two world wars.

They spin their yarns, which lose nothing with the passing years, and are often jokingly told, "You should write a book about it."

One of them who did was A. A. Maslin, who sent a copy of his **Navy Days** to this newspaper. Mostly autobiographical, it is mainly intended for his personal satisfaction and for his family, but it will also stir the interest of others who found themselves connected with the same events and perhaps even the same ships.

PERSONALISED LABELS
Return Mail Delivery!



Tired of writing it all out?
Use handy gum labels for your name, address telephone etc. on envelopes, cards, cheques, letters. Pads of 1,000 labels size 2in x ⅞in in hinged case only £1 post paid. Write out up to 5 lines (block letters please), enclose with £1 to Dept. 22

MULTI COPY
Multicopy Instant Print
140 Fenchurch St
London EC3
or
Brockhurst House
East Grinstead Sussex

TRAFALGAR SERVICES CLUB
PORTSMOUTH
Tel. Portsmouth 23601
Usual Club facilities. 72 bed-sitting rooms bookable at reasonable prices. No family accommodation.
Three minutes' walk from Town Station. Opposite Sainsbury's in Edinburgh Rd.

TRANS-AUSTRALIAN EXPED: LATE 1972 EARLY 1973
Up to three members are required for an exped of about six months duration. If you are leaving the Service early '72, are unattached and are prepared to share expenses, write in first instance to:
Box No.
Navy News 138



"If it fits bring it back and we'll change it for you."

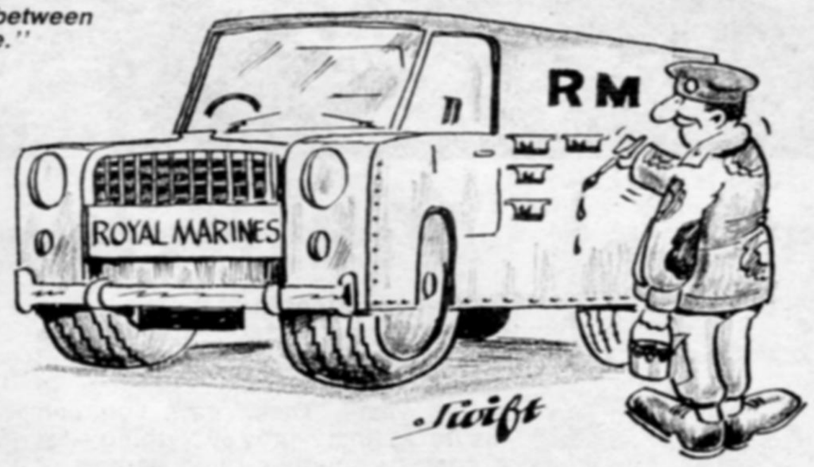


"Apart from the time between leaves it's a great life."



"Actually, I'd like to be a Lollipop man. You don't start work till you're 65."

LAUGH NAVY





"The coxswain spent five years in a Japanese prisoner-of-war camp . . . as the commandant."



"Most other ships get seagulls hanging around their gash-shoots, chef."

Navy News
Subscription

Have your copy delivered monthly by post.

ORDER NOW

Just send name, address, and cheque/P.O. for £1.15.

OR, if more convenient, complete this form:

Name .....

Address .....

.....

Commencing (month)

Post your order and remittance to:

Business Manager, Navy News,
RN Barracks, Portsmouth, PO1 3HH
(Tel. Portsmouth 26040)

Note: For subscribers overseas, including Europe, Canada, U.S.A., and Australia, the remittance, for delivery by surface mail, is the same, namely £1.15.

NN6/71

Royal Navy's aircraft — No. 40

VENOM SAW A CHANGING ERA



The Sea Venom

With the changeover from piston-engined aircraft to jets, the years 1945 to 1956 were to bring far reaching changes in the techniques employed in deck-flying and landing.

The period embracing the Korean and Suez operations provided unique opportunity for the Fleet Air Arm to demonstrate its effective mobility and the ability of an aircraft carrier to provide an instant task force in localized war situations.

Very much involved and part of these changes was the Sea Venom.

Developed from the R.A.F. night fighters Venom NF2, the first true prototype (WK 376) was designated Sea Venon NF20 and underwent carrier trials in H.M.S. Illustrious in July 1951.

256 BUILT

First delivery of FAW 20s took place in June 1955, and subsequent productions (FAWs 21 and 22) incorporated various improvements, which included two uprated engine changes, power-operated aileron control, American radar, clear-view frameless canopy and, eventually, Martin Baker ejection seats.

The last of the FAW 22 production, XG 737, now reposes for posterity in the Fleet Air Arm Museum, a grand total of 256 Sea Venoms having been built.

Sea Venoms FAW 20s entered service with 890 Squadron, reformed at Yeovilton in March 1954. The unit converted to 21s before embarking in a carrier.

The second Sea Venom squadron was No. 809, which since 1949 had been the Fleet Air Arm's only all-weather squadron, flying Sea Hornets.

FIRESTREAK

From 1955 the all-weather conception expanded, and by the time of the Anglo-French intervention in the Suez crisis of 1956, no fewer than five squadrons of Venoms were available for operations in the Eastern Mediterranean flying from H.M.S. Albion and H.M.S. Eagle. Sea Venoms of 809, 891, 893, 894 and 895 squadrons worked with R.A.F. Venoms from Cyprus in large-scale ground attack sorties and so made notable contribution to accurate Army support operations.

In 1958, three Sea Venoms of 893 Squadron embarked in H.M.S. Victorious and carried out the first firing of Firestreak guided missiles by an operational fighter squadron of the Royal Navy.

By mid-1959 the Sea Venom was gradually phased out and finally retired from front-line duties in December 1960, being superseded by the Sea Vixen.

Technical data

Sea Venom FAW 22

Description: Two-seat carrier-borne all-weather fighter and strike fighter. All-metal stressed-skin construction.

Manufacturers: De Havilland Aircraft Co. Ltd., Hatfield and Christchurch.

Power plant: One 5,300-lb thrust de Havilland Ghost 105.

Dimensions: Span, 42ft. 10in. Length, 36ft. 7¼in. Height, 8ft. 6¼in. Wing area, 279.8sq. ft.

Weights: Loaded, 15,800lb.

Performance: Max. speed, 575 m.p.h. at sea-level. Initial climb, 5,900ft./min. Range, 705 miles. Service ceiling, 40,000ft.

Armament: Four fixed 20-mm. guns and provision for bombs or eight 60-lb rocket-projectiles below the wings.

PHOTO POSTCARDS

Photo postcards of this aircraft and others of this series are obtainable from Navy News, Dept. PC, R.N. Barracks, Portsmouth, price 5p each (including postage) — 50p per dozen — stamps or postal order.

A standing order for the supply of each new card on publication for 12 issues, can be arranged on receipt of cheque or postal orders for 70p.

Albums to hold 64 Navy News postcards are 50p each (including postage).

Other aircraft in this series are: Walrus, Seafox, Skua, Albacore, Chance Vought Corsair, Fairey Grumman Wildcat, Fairey Swordfish, Avenger, Short 184 Seaplane, Seafire, Sea Hurricane, Osprey, Gannet, Wessex III, Flycatcher, Sea Vixen, Firebrand, Skyraiders, Fairey III, Sea Hawk, Sopwith Pup, Westland Sea King, Blackburn Dart, Westland Wyvern, Sopwith Tabloid, Sea Hornet, Westland Wasp, Sopwith Camel, Sopwith Triplane, Phantom F-4K, BE2C, Wessex V, Sopwith Schneider, Supermarine Scimitar, Gloster Sea Gladiator, Westland Whirlwind, and Sea Otter.

EXTRA JOB



There is an additional job for RO1 Graham Shilton aboard H.M.S. Gavinton in the Persian Gulf — that of dog handler.

He spurred his shipmates to organize a training programme which has resulted in the minehunter achieving considerable success on the soccer field. Graham has been a member of the Royal Navy's rugby XV in Bahrain.

New fleet base headquarters

The Semaphore Tower at Kings Stairs, in Portsmouth Dockyard, for years the offices of the Captain of the Port and Queen's Harbourmaster, will also in future be a combined fleet base headquarters.

New "neighbours" will be the Captain Fleet Maintenance, and the Flag Officer Spithead (Rear-Admiral P. G. LaNiece) who will hold his daily operational meetings to discuss the progress of dockyard programmes.

Workmen carrying out alterations to the building found under the floor six wooden buckets and two metal lanterns about 200 years old.

Durban hears a royal salute

A salute fired by H.M.S. Albion in honour of the Queen's Birthday was an unusual feature of the ship's visit to Durban.

Permission for the salute was given by the South African authorities, and much local interest was aroused by the event, which was recorded on the South African Broadcasting Company's network and subsequently went out on their overseas service.

It is of interest that the Union Flag is customarily flown at the city hall on the Queen's Birthday.

Lavish hospitality was offered to the ship's company, a gesture which was returned by giving an official cocktail party, and receiving visitors on board.

On leaving port, watched by hundreds, the ship's piper, Lieut. Kenneth MacDonald, played Scottish airs on his bagpipes all the way from the berth to the end of the harbour mole.

H.M.S. Albion later stopped briefly at Gan to embark Rear-Admiral David Williams, Flag Officer Second in Command Far East Fleet, before going on to Bombay for an official visit lasting three days — the first call by a major British warship to an Indian port for some time.

A full programme of official, social, and sporting events was being planned.



And still they come . . . Some idea of the crowds that visited H.M.S. Albion during the stay at Durban, Natal.

THE NAVAL CHRISTIAN FELLOWSHIP
links Christians in the Navy throughout the world.
2B South Street, Gosport, PO12 1ES
Telephone: Gosport 83878

STANLEY COLLEGE
DUFFIELD ROAD, DERBY
(Derby 45127)

Recognised efficient school for boys, 10–18; small classes; individual interest and encouragement; sound G.C.E. 'O' level successes; prospectus from Headmaster.

COMING to the CLYDE!
Scotland's leading Naval Outfitters are at your Service
UNIFORMS
CAPS & BADGES etc
for
R. N. OFFICERS
P.O.s
RATINGS
JAMES MALCOLM
(Established 1904) LTD.
Scotland's NAVAL Tailor
229 ARGYLE STREET
GLASGOW C.2
Telephone: 041-221 3155





In action: L/JMEM Peter Lister jumping Matthew over "The Ditch."

Beware of galloping Juniors!

Ganges Saddle Club line-up: Left to right, the Shetland pony Shandy (with instructor Malcolm Williams); black mare Mo (with JRO Reynolds); skewbald gelding Butlins (with JS Morrison); bay gelding Aztec (with JRO Frost); and bay gelding Matthew (with L/JMEM Lister).



A new phenomenon has appeared in the highways and byways of the Shotley peninsula — galloping Juniors.

Last October it was decided that instead of sending members of Ganges Saddle Club 25 miles to a local riding school for instruction, the establishment should have its own horses and so provide more opportunity for Juniors wishing to take up riding.

A site was found and alterations began, but these proved quite a problem as the money allocated would not run to a professional firm being employed, so a little "do it yourself" was called for. Dozens of old railway sleepers were cemented into position in an old classroom, and after a lot of blood, sweat and tears — the blood from hammered thumbs, the sweat from digging through three feet of solid concrete and the tears from the frustration of running out of materials — something looking like stables began to appear.

By the beginning of February the paddock and the stables were ready and, during the mid-term week-end, three horses and a Shetland pony arrived. They took to their new home extremely well and the next week-end saw the first paying customers.

It had been decided at the outset that to get maximum benefit from horses and facilities, a full-time professional instructor was a "must." This would ensure not only proper care of the horses, but provide correct instruction for members.

Advertisements were placed in all the horsey papers, and a week after the horses arrived a young man from Penzance took charge.

Instructor: Malcolm Williams (19 h.h.).

Horses: Matthew (gelding), 15.1 h.h. Mo (mare), 15.1 h.h. Butlins (gelding), 14.1 h.h. Aztec (gelding),15 h.h. (Instructor's own horse). Shandy (Shetland pony), 36 inches.

Membership now totals 117, made up as follows: Juniors 35, families 60, individuals (ship's co., etc.) 22.

The costs: Junior's membership, 50p p.a.; family membership, £1.25 p.a. (covers all members of one family); individual membership, 75p p.a.; riding instruction, 30p an hour.

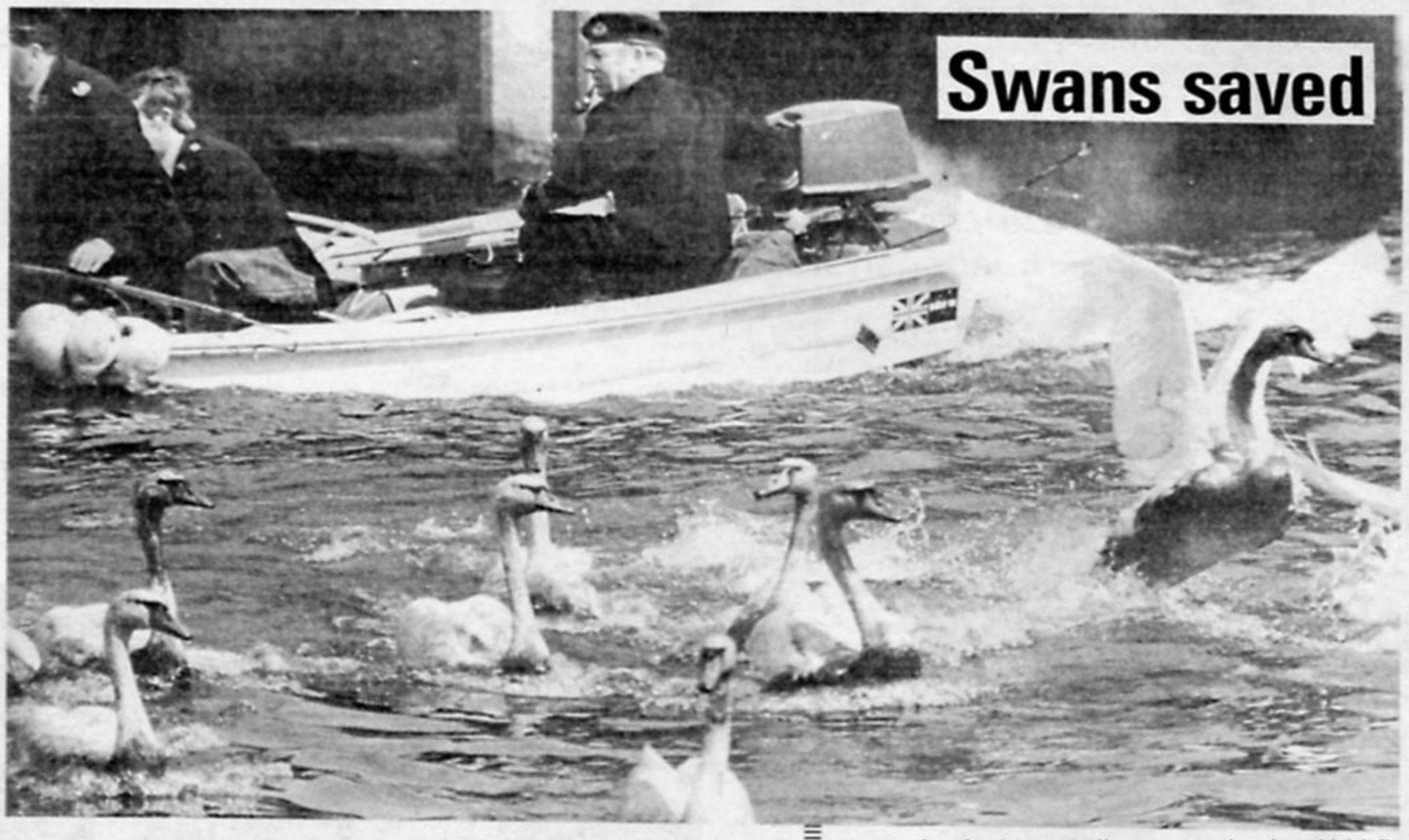
ONWARD CHRISTIAN SAILORS . . .

O! Happy band of sailors, if onward ye will tread . . . and they did. Forty-two Juniors from H.M.S. Ganges, accompanied by the Matron and three chaplains, joined in a 13-mile sponsored walk in aid of the Church of England Children's Home in Ipswich.

In this instance — quite a separate walk from the one reported on the opposite page — the Juniors, sponsored by their messmates, raised more than £40.



Swans saved



A telephone call was received at H.M.S. Ganges from Chief Inspector Locke, of the R.S.P.C.A., asking for assistance to rescue about 300 swans that had become smothered in oil as a result of pollution of the river Orwell.

Lieut. F. J. Bloom and Leading Seaman Roberts set off with two dories for Ipswich, where the chief inspector and three other inspectors were embarked, complete with swan-catching hooks.

After the swans had been rounded-up and herded to clear water the worst affected were caught and transferred to shore, where they were taken to local farms for treatment.

The pollution was traced to a drain outlet and was believed to have come from a garage.

In the picture Lieut. Bloom is seen with R.S.P.C.A. inspectors among the swans.

Photo: East Anglian Daily Times.



NEW SKI-SLOPE POPULAR AT GANGES

A dry ski-slope has been installed at H.M.S. Ganges, adding a further activity to the excellent sporting and hobby facilities already there.

The slope (picture left), which is about 90ft. long and 26ft. wide and cost £2,000, was opened by the Captain of Ganges (Capt. M. J. Button).

During the short period it has been operational, it has proved a popular activity with Juniors and Seniors alike. Already there are plans afoot to build up a Ganges Ski Club with a view to sending a party of Seniors and Juniors to Norway or Scotland next winter.

Expert tuition coupled with enthusiasm throughout the summer should make this idea a reality.

Wisdom is strength

CAKES REWARD AFTER A HOT 20 MILES

The cry went out to "Save the countryside," and so, laden with nutty and with 18 gallons of fruit squash in reserve, 124 boys from all the Divisions of H.M.S. Ganges responded to the call.

At midday on a warm Sunday in May, a seething mass of boys in blue strode out from Wherstead Hall, near Ipswich, destined to complete a gruelling 12-mile sponsored walk, and later to share tea and cakes with the Mayor of Ipswich at the Town Hall.

Five hundred civilians, ranging from six-year-old infants to 60-year-old pioneers, were also taking part, and the organizers of the walk, fearing that the Ganges lads would descend on the cakes and sandwiches before the civilians reached them, decided to switch the sailors to a 20-mile walk instead of the 12 miles.

Unperturbed by the further eight miles, nearly all the Juniors completed the 20 miles in fine style, even to giving "pick-a-backs" to the smaller children.

Once at the Town Hall, the mountains of sausage rolls and cakes quickly dwindled to crumbs. Then the Juniors, anxious to get back for supper, piled into the buses, weary and sunburned, having raised more than £27 for the "Save the Countryside" Fund.

Frobisher Juniors at play



Relaxing — under the eyes of the Admiral: In Frobisher recreation space, the Commander-in-Chief Naval Home Command (Admiral Sir Horace Law) pauses to watch Juniors enjoying themselves. Scene during the admiral's recent one-day visit.

GENERAL'S VISIT

Juniors of Frobisher Division guard are inspected by the General Officer Commanding, Eastern Area (Major-General D. W. Scott-Barrett, Scots Guards), who took the salute at divisions at Ganges on Sunday, May 9.



Good shooting



The Surgeon Captain and Wardmaster Sub-Lieutenant pictured with L/Cook O'Regan, MA Wearing, LMA Waghorn and LMA Mavir, who beat the GI's to win the .22 tile shooting championship trophy at the end of last term at Ganges.

With one tile left standing for each team, the R.N.S.Q. won by a fraction of a second's snap-shooting — good work against the professionals.

APPOINTMENTS

Ships at sea: command centralized

In the context of the Government's policy of reducing force levels in South East Asia, and to streamline administration of the Fleet, command of H.M. ships at sea has been centralized.

On May 1, the Commander-in-Chief Western Fleet, Admiral Sir William O'Brien, assumed full operational and administrative command of the Far East Fleet from his headquarters at Northwood.

The Commander Far East Fleet, Rear-Admiral J. A. R. Troup, is delegated operational command of the ships in his area until he hauls down his flag later this year.

The change means that for the first time in hundreds of years there is one commander-in-chief for all sea-going warships.

The already announced appointment of Admiral Sir Edward Ashmore to succeed Admiral O'Brien as Commander-in-Chief Western Fleet, Allied Commander-in-Chief Channel and Commander-in-Chief Eastern Atlantic Area will now take effect in September this year.

WASHINGTON POST

Capt. W. D. S. Scott is to be promoted Rear-Admiral on July 7 and to be Commander British Navy Staff, Washington and United Kingdom National Liaison Representative to the Supreme Allied Commander, Atlantic to take effect in August.

Capt. Scott's appointments have included command of H.M. submarines Vulpine, Satyr, Andrew, and Thermopylae and H.M. ships Gateshead, Surprise, Adamant and Fife.

Surgeon Capt. (D) J. Hunter is to be promoted Surgeon Rear-Admiral (D) to date August 16 and to be Director of Naval Dental Services to take effect in August.

Other appointments recently announced include:

Capt. R. E. Wilson. St Angelo in command. October 20.

Capt. L. R. B. Davies. Bulwark in command. December 15.

Capt. W. N. Ash. Ganges in command. November 25.

Capt. F. J. Bishop. Tyne in command and as CSO(T) to FO Plymouth and as Captain Fleet Maintenance Devonport. October 21.

Lieut-Cdr G. L. Upton. Cutlass in command and as SO 1st FTB Squadron. December 7.

Lieut. S. Taylor. Belton August 2 and in command.

Places in the sun

For anyone seeking "a place in the sun" there is a choice of job in Mauritius or the Persian Gulf.

The Mauritius vacancy is for a manager of the R.N. Beach Club (rather like running a small seaside hotel) and is suitable for a rating just out or whose present engagement expires not later than mid-September.

The selected applicant will undertake a three-year NCS engagement, and will preferably be accompanied by his wife. There is no accommodation for children. Applications have to be in to MOD (NP2) by June 14.

There are two vacancies in the Sea Wing of the Abu Dhabi Defence Force — one as a master gunner in the rank of sub-lieutenant or lieutenant (open to R.N. petty officers or above), and the other a patrol craft lieutenant. The jobs are unaccompanied, with initial contracts for three years.

Further details: Abu Dhabi Government Office, 9 Berkeley Street, London. W1X 5AD.

Fearless boys



Joint jigsaw on the flight deck of H.M.S. Fearless — 845 Squadron and 666 Army Air Corps Sioux Wessex.

Tasting the life of a commando

The assault ship H.M.S. Fearless was arriving at Leith on May 28 for a five-day Meet the Navy visit following completion of the first amphibious exercises of her third commission.

One of these was Nelson's Touch, in which units of 24 Airportable Brigade, including the Duke of Wellington's and Royal Artillerymen acting as infantry, were landed at Corrodale Bay, Mull of Kintyre.

The Fearless had H.M.S. Cavalier, the logistic landing ship R.F.A. Sir Geraint and two RCT LCTs under her command for the exercise.

FLAG TRANSFERRED

The Flag Officer Carriers and Amphibious Ships (Rear-Admiral J. D. Treacher) transferred his flag from H.M.S. Ark Royal to the Fearless by Sea King on May 8 and the assault ship's operational readiness inspection began on passage to Denmark.

For the ORI exercise Moonlady, held in South Denmark from May 10-13, units of 24 Brigade again participated, including the Royal Irish Rangers, who "swapped" with the Duke of Wellington's in Scotland. The Cavalier and Sir Geraint were in company.

After the troop landing by helicopter and landing craft, the Fearless and Cavalier withdrew to take part in the NATO exercise Evil Edge. Extra units were supplied when East German ships and helicopters kept watch on the exercise.

The Fearless returned to the landing area on May 12 to reembark 24 Brigade and later she and the Cavalier and Sir Geraint arrived at Copenhagen for a five-day visit.

Two days before her arrival at Leith for the Meet the Navy visit, the Fearless was embarking 200 Edinburgh schoolboys in the Clyde and sailing with them around Scotland through the Pentland Firth to the Firth of Forth. They were disembarking at Granton to be replaced by another 200, who were going to sea for the day before the ship berthed at Leith.

Yet another 200 boys were going on board to taste the life of a commando when the ship sailed on June 2, to disembark at Sunderland and return to Edinburgh by coach.

In memoriam

Terence R. Watson. A/LAM(AE). L.098227. H.M.S. Daedalus. April 18.

Martin G. Thomas. A/Std. D.109850. H.M.S. London. April 26.

John M. Burton. AB. P.086594. H.M.S. Zulu. May 2.

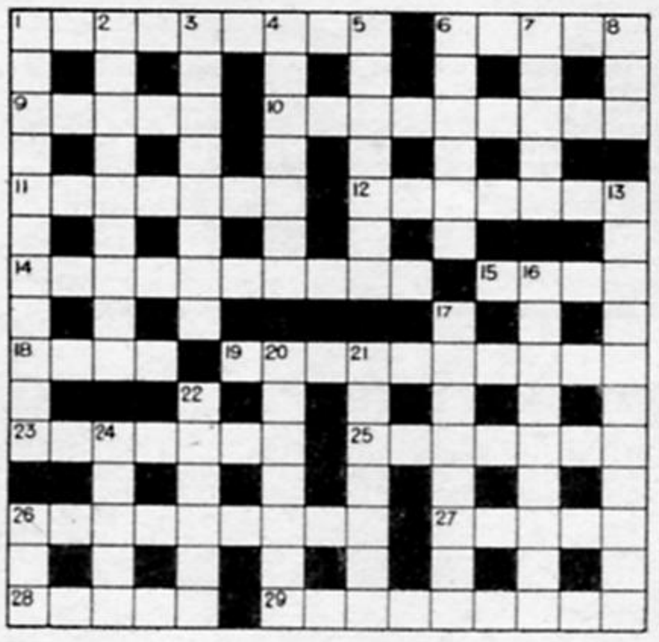
John G. L. Wright. LSA. P.062296. H.M.S. Collingwood. May 4.

Eng'r Lieut. John K. Anderson. May 5.



Your £10 crossword

Below is the latest of the present series of Navy News crosswords. Entries close on June 24 and should be addressed to Crossword No. 28, Navy News, Royal Naval Barracks, Portsmouth. The sender of the first correct solution opened on that date will receive National Savings gift tokens to the value of £10.



Name .....

Address .....

.....

.....

ACROSS

1. Expressive of disbelief in God (9)
6. Pull these up and make an effort (5)
9. Non-musical bands! (5)
10. He's an advocate of unity (9)
11. Laid flat; in strata? (7)
12. That daring young man on the flying trapeze? (7)
14. One out of the regalia evidently (5, 5)
15. Could be polo (4)
18. It's a long one that has no turning (4)
19. Dwellings afloat? No. Where the first part's kept (4-6)
23. Age of the C.I.D.? (7)
25. There was a Berlin one just after the war (3, 4)
26. Kind of call you can make without visiting (9)
27. None but they deserve the fair according to Dryden (5)
28. A problem in prose (5)
29. They undergo trials and tribulations (9)

DOWN

1. Candied aromatic root begins in goodly manner (11)
2. Part of The Bee's Wedding? (9)
3. Guarding against loss, shall we say? (8)
4. Roll along, like a bowler (7)
5. Regulated weather? (7)
6. Up-and-down structures (6)
7. What you do on 6 down (5)
8. 'Like father, like . . . .' (3)
13. Compositors, or machines that compose (4-7)
16. Stubborn as a mule perhaps (9)
17. This is unpleasant to say the least (8)
20. Puts our nose out of joint (7)
21. Fortune in a tea-cup? (3-4)
22. Serpentine quartz? (6)
24. Gives a straight decision? (5)
26. Medium of water supply (3)

SOLUTION 27

Across: 1, Cues; 3, Re-adopted; 9, Urge, 10, Ejaculated; 12, Calm days; 13 Sconce; 14, Divine guidance; 18, Highest praises; 20, Museum; 22, Sleeping; 24, Statements; 25, Mere; 26, Stout lads; 27, Used.

Down: 1, Crunch; 2, Engulfing; 4, Enjoyment; 5, Duck; 6, Police driver; 7, Eaten; 8, Adhered; 11, Advice bureau; 15, Unrelated; 16, Neediness; 17, Chemist; 19, Agreed; 21, Slant; 23, Deal.

Winner of Crossword No. 27 was Mr. R. H. G. Travers, Hardway, Gosport, Hants.

MINERVA MEETS MINERVA

NAVY NEWS DIARY



Picture by courtesy — Chatham, Rochester and Gillingham News.

Twenty-two-year-old Minerva Smith has a built-in publicity advantage (apart, that is, from her obvious advantages) — she knows that one of H.M. ships has the same name as herself.

H.M.S. Minerva invited the young actress to spend a few hours on board at Chatham, and the ship's company went out of their way to make it a memorable visit.

Apart from numerous photographs (more for the benefit of the sailors than Minerva) the commanding officer, Cdr. T. M. Bevan presented her with a framed photograph of the ship.

Minerva appears in the latest James Bond film "On Her Majesty's Secret Service."

Her admirers in the photograph (above) are Cook Roy Verrall, REM Roger Meredith, and LS Leslie Dacombe.

Strictly for the birds . . .

. . . FLYER ON SICK PARADE

When news leaked to the Press of a crash on deck in H.M.S. Bulwark, the ship's telephone exchange was soon jammed with incoming calls. TV newsreel crews raced to the ship and the injured became the centre of attention.

But no helicopters or human pilots were involved in the mishap. The casualty was a bird — a fieldfare — which had come a cropper on the flight deck.

It was found by AB Peter Gritt who took it to the sick bay where MAs Paddy Lee and John Knowles initiated the normal procedure for dealing with casualties.

X-RAY

An X-ray revealed a fractured wing, and the bird, entered in the sick list as "Naval Airman Dickie Bird," was put on a diet of glucose fed from an eye dropper.

The local R.S.P.C.A. were contacted, and the fieldfare handed over to their care next day.

MA Paddy Lee adminsters a meal to "Naval Airman Dickie Bird," who is held by MA John Knowles.



Bouquet from a Japanese beauty



Flowers for H.M.S. Oberon, received by the commanding officer from a local beauty at the Japanese port of Shimonoseki.

A local beauty handing a bouquet to the commanding officer (Lieut.-Cdr. T. E. Woods) formed part of the welcome for H.M.S. Oberon when the submarine arrived in the Japanese port of Shimonoseki.

The submarine was showered with gifts and hospitality. A highlight was a reception given by the Mayor. This included traditional Japanese music and dances by a local folk dance group.

Food was provided from a number of stalls each providing a different Japanese dish. Saki was in abundance!

In four days at least 5,000 people visited the ship.

The departure was as colourful as the arrival with about 1,000 people waving goodbye and throwing streamers as a Japanese band played Auld Lang Syne.

Manila was the next visit, although rather of short duration for operational reasons. However, most of the ship's company still managed to see the local sights.

Welcome—hot pants style

A glamorous array of hot pants greeted H.M.S. Charybdis at Portsmouth on her return from a ten-month world cruise, the jetty being crowded with wives and girl friends dressed in the latest fashion trend.



One of the girls, pictured here, was Valerie, wife of PO Tony Webber, who took four-year-old daughter Natalie to welcome the ship home.

H.M.S. Charybdis will undergo maintenance and an exercise period in Scottish waters before leaving for a four-month spell in the Mediterranean.

Picture: PO Dave Morris.

Like her Mum, little Natalie Webber had her hot pants outfit when they welcomed Dad home.

BATTLES LOST AND FOUND!

When on holiday at Rhu, 14-year-old Julian Herman-Stokes found H.M. submarine Onyx's battle honours board, which had been washed up on the shore.

Julian's married sister, Mrs. Herman-Smith, of Pier Road, Rhu, returned the board to H.M.S. Onyx, whereupon Lieut. Douglas Littlejohns, of Sittingbourne (Kent), the navigating officer, invited Julian on board.

During the visit, Julian, whose home is at Reading, was presented with a crest of the submarine.

A Royal Resolution

Queen Elizabeth the Queen Mother, who launched the Polaris submarine H.M.S. Resolution in 1966, has accepted the Royal Navy's invitation to attend the submarine's re-commissioning at Rosyth on July 10.

The Resolution is the first Polaris submarine to be refitted and refuelled in Western Europe, and during the Queen Mother's visit to the Dockyard Restaurant for the cutting of the commissioning cake, she will meet ratings and dockyard employees at tea.

You go places as a seaman.

Navy men still get around. To the Far East. The Med. South America.
They go where the sea goes.
You could go with them.
You can earn £21 a week at 18.
And you'd have every prospect as a Petty Officer of £35 a week.
And more.
Cut out the coupon and collect the facts.

Name _____

Address _____

_____

Date of birth _____

(Enquiries from U.K. residents only)

Royal Naval Careers Service (905 NJ1),
Old Admiralty Building, Whitehall, London, S.W.1.
Please send me, without obligation, the free booklet on Royal Navy Careers.

RN ROYAL NAVY



Mr. Sutton, with the picture that was published when he was reported missing 30 years ago, has a meeting full of memories with Mr. Whitburn.

SURVIVORS MEET AFTER 30 YEARS

Two Monmouthshire men, Mr. Clive Sutton (51), a security officer at Girling, Cwmbran, and Mr. Leslie Whitburn (also 51) a steel buyer with Girling, who were serving in the Prince of Wales when that ship was sunk by the Japanese on December 10, 1941, met again recently on the shop floor after 30 years.

Both men were picked up by an escorting destroyer, H.M.S. Electra. Mr. Sutton was an able seaman and Mr. Whitburn was a wine steward.

The picture (left) shows Mr. Sutton holding a picture of himself, printed in the South Wales Argus, when he was reported missing after his ship sank. With him is Mr. Whitburn.

Both men are members of the Cwmbran branch of the Royal Naval Association.

Another survivor of the action is Mr. Frank Bullimore, now in St Woolos Hospital, Newport, who is also a member of the R.N.A. He was serving as a stoker petty officer in H.M.S. Repulse, the other battleship sunk at the same time. He was picked up, wounded, by H.M.A.S. Vampire.

Incorporated by Royal Charter
Patron: H.M. The Queen
Royal Naval
UNITY — LOYALTY
R N A
PATRIOTISM — COMRADESHIP
Association
Head Office
2, Lower Sloane Street
London, S.W.1

Second `sea dog´ guide

"Enceem" contributes another report from Headquarters.

A dog called Lucie is to be the second guide dog to be trained as a result of money contributed to the Alexander Madden Memorial Fund.

On Saturday May 9, Shipmate Don Crabtree, the national chairman, and Lieut.-Cdr. L. H. Maskell, Secretary to the Council, with members from No. 11 Area, went to the guide dog training centre at Leamington Spa where Shipmate Morgan, of Stockton branch, presented a cheque for £375 to Mr. John W. Bailey, North-Eastern representative of the Guide Dogs for the Blind Association.

The party included Shipmate Willott, who was, for many years, chairman of Doncaster branch, and his wife, an ex-WRNS petty officer who is now blind.

Both the guide dog and its owner are trained together during the last month of the initial training, and the owner is never told who the donor of the dog is.

The Queen has approved the appointment of Lady Luce as a vice-patron of the Royal Naval Association.

It is the National Council's intention to keep the fund open until all the money is spent. Stockton branch have given a further £13.65.

It has been requested that the next guide dog given by the Association should be named Erica in memory of the late national chairman, Eric Knight.

The cost of training the dogs and the recipients increases yearly and it is hoped that R.N.A. branches will be able to keep the Alexander Madden fund going with their periodic donations.

VICE-CHAIRMAN

Shipmate Crabtree was confirmed as national chairman at a National Council meeting during which Shipmate Percy Miller, of Cardiff, was elected vice-chairman.

Shipmate Miller represents No. 7 Area on the National Council and the committee wish him a happy and successful commission.

News from branches

DEESIDE OPENS SIR DAVID LUCE LOUNGE

An extension to the club and branch headquarters of the Deeside branch was opened on March 26 by Capt. R. Humphrey-Jones, R.N.R., commanding officer of H.M.S. Eaglet, the headquarters of the Mersey Division of the Royal Naval Reserve.

The extension is called the Admiral Sir David Luce Lounge and was originally to have been opened by Sir David, the RNA's national president, who died in January.

The branch president, Capt. F. Watson, Mr. Barry Jones M.P., and the Chairman of the Connah's Quay Council and his wife, were among the many who attended the opening.

Dorking

The branch went into the country for its annual church parade on April 25, a member of the branch, the Rev. A. Cardale officiating. The branch president, Cdr. J. D. Walters, and the chairman read the lessons.

Although only a small branch, Dorking has had a successful first half to the year. All offices were filled at the annual meeting, and a dance in April was well attended and profitable.

Shipmate W. L. Tanner-Smith, who was chairman of the branch when it was launched in 1951, has been appointed as Hon. Solicitor to the National Council.

Bishop's Stortford

Over 200 members and friends were present at the branch's buffet ball on May 7.

Dunstable, Luton, Hertford, High Wycombe and St Albans branches were well represented, and the Bishop's Stortford branch are looking forward to opportunities to reciprocate.

The branch is becoming well known in the neighbourhood, a lot of new members joining.

Bembridge

Many members of the Bembridge and Isle of Wight branches attended the funeral of Lieut.-Cdr. S. G. Prismall, R.N. (ret.) of St Helens.

At 75, he was the oldest member, both in age and service, of the Bembridge branch, being the area representative for many years.

Newton Abbot

The branch's social activities continue to attract good support, the Checkmates providing music and the Ladies Committtee serving the refreshments whenever parties are held at the club.

Forty members of the Topsham White Ensign Club visited the branch on April 24, and a week later another 40 visitors from the Sidmouth Old Comrades' Association enjoyed a pleasant evening.

REUNIONS

The reunion dinner of the H.M.S. Columbine Old Hands Association is to be held in Wales (at the Afan Lido, Port Talbot, on October 23) — which is fitting since the Flower Class corvette H.M.S. Columbine (K.94) was predominantly manned by Welshmen throughout her service (1940-45).

For any former ratings who have not yet been traced by the association, details of the reunion can be obtained from Mr. David Eatough, 228, Western Avenue, Port Talbot or at the Royal Naval Club, Port Talbot.

Guests of honour at the Royal Hospital School Old Boys' Association dinner to be held during the reunion week-end at Holbrook on June 19-20, will be Mr. R. M. Tate who retires this year as the last member of staff to have served both at Greenwich and Holbrook.

Old Boys will be guests of the school for the week-end, and a wide range of sporting activities will take place. Ticket applications to Lieut. J. Hodgson, H.M.S. Sultan, Gosport, Hants.

The postponed second reunion of the Yangtse River Gunboatman's Association is to be held in H.M.S. Excellent on Saturday September 18. The reunion is open to officers and men who served in gunboats either on the Yangtse or West River.

Applications (with a stamped addressed envelope) to Lieut. D. Toms, R.N. (ret.), 34, Bath Road, Southsea, Hants.

It's the Lord Nelson for a nostalgic pint!

Writing in 'The Bosun's Call,' the newsletter of the Durban, Port Natal branch, Shipmate Geoff Wingrove says he recently paid a visit to Cape Town.

He visited the Lord Nelson for a nostalgic pint and says that the bar is still the same, with the photographs of ships long gone. The place was full of matelots and he was pleased to see some of them in Royal Navy uniform bearing the name of H.M.S. Scylla on their cap tallies.

Branch members entertained some of the ship's company of H.M.S. Zulu when the ship visited Durban and subsequently the Zulu chief petty officers right royalty looked after Association members on board the frigate.

'DANGER ZONE'

In March R.F.A. Stromness visited the club for a darts match. Several of the R.N.A. ladies played, but though the board was missed more often then hit, the evening was judged a great success.

In April there was another darts match — this time against CPO's from H.M.S. Albion. One lady guest scored a hit on an Albion man. There is now a suggestion that this sort of shooting might give Durban a bad name as being a dangerous port of call!

Hawkins recalled

The twenty-fifth anniversary dinner of the officers of the last commission of H.M.S. Hawkins was held in London on May 1, Capt. G. A. French, who commanded the cruiser when she recommissioned at Portsmouth on April 23, 1942, taking the chair.

The guest of honour was the Very Rev. Porter Goff, Provost of Portsmouth Cathedral, who received the battle ensign flown by the ship during the Normandy bombardment, from Lieut.-Cdr. W. E. Smart, of Fareham, who was the commissioned gunner of the ship at the time.

Twenty-seven officers attended the dinner, including Capt. Michael Everard, executive officer of the last commission, who travelled specially from Malta for the occasion, and Lieut. Oldridge of the South African Naval Forces, who came from Durban.

The battle ensign is to hang in the Normandy memorial in Portsmouth Cathedral in perpetual memory of the ship and those who served in her.

A memorial service is to be held in Portsmouth Cathedral on Sunday, June 6, when it is hoped that many "Old Hawkins" will be able to be present.

H.M.S. Hawkins, built at the end of the First World War, was first commanded, in 1919, by Admiral Sir William James. She spent many years in China, the East Indies and the Home Fleet. In 1944 she formed one of the bombardment squadron at the Normandy landings, under the command of the late Capt. J. W. Josselyn.

Calling old shipmates

Mr. J. R. Andrew, of 9 Townswell Close, Trematon, Saltash, Cornwall, would like to contact members of the ship's company of H.M.S. Bigbury Bay from 1948 to 1950, with a view to a reunion.

Mr. R. (David John) Roberts, of 12 Glynllifon Street, Blaenau-Ffestiniog, Merionethshire, who was serving as a Stoker in H.M.S. Jupiter when she was lost during the Battle of the Java Seas on February 28, 1942, would like to make contact with any survivors.

The Chatham R.N.G.I.'s Friendly Society held its 45th annual dinner on April 24, 89 members attending.

Because of the closing down of the Gunnery School, no new members are forthcoming, but monthly meetings are still held in Gillingham, 22 being the average attendance.

KIMBELLS of SOUTHSEA
always welcome the ROYAL NAVY
THREE BALLROOMS – PLENTY OF BARS
GOOD EATS AND DRINKS AT MODERATE PRICES
GOOD CHEERFUL ATMOSPHERE
TELEPHONE PORTSMOUTH 21551



Full Colour Prints **H.M.S. VICTORY**
Size 24in. x 18in. unframed, in tube.
55p inc. postage from–
MANAGER, SOUVENIR SHOP,
H.M.S. VICTORY (SHIP), H.M. DOCKYARD, PORTSMOUTH

'A fine ship' for San Francisco

BLAKE'S BRITISH WEEK DATE

Ready for sea again after refit, the helicopter cruiser H.M.S. Blake will be having trials and work-up before starting a programme which includes representing the Royal Navy at San Francisco's British Week from October 1 to 9.

Visiting the Blake at Portsmouth Dockyard, the Commander-in-Chief Western Fleet (Admiral Sir William O'Brien) said he regarded the ship as one of the most important units of the Fleet.

"I believe you have as fine a ship's company, as fine a ship, and as fine a programme as any in the Fleet today," said Admiral O'Brien.

During the British Week, San Francisco will be a "home from home" for the Blake's 930 officers and men. Princess Alexandra will officially open the Week, many of the city's 400 stores will be displaying British goods and British military bands will be among the participants.

British policemen and policewomen will patrol the streets, on which will also be seen two London buses.

Charming visitor to H.M.S. Blake, the Mayoress of Bridgwater (Somerset), Mrs. Rees, meets her townsfolk. Left to right are AB R. Plews (from H.M.S. Hermione) and his brother LS T. Plews (Blake), and Lieut. J. Dunford (Blake), whose family also belong to Bridgwater. On the right of the picture is Cdr. G. Lowden.
Pictures: L/A John Farrow



Chat with the Chiefs

Smiling confidence in "a fine ship's company" as the Commander-in-Chief Western Fleet (Admiral Sir William O'Brien) chats in the chiefs' mess with CCY B. Couzens and CRS R. Ginns.

'A Navy to be proud of'

Chief guest at the first annual dinner of Portsmouth Retired Naval Officers Association, held in the Royal Naval Barracks, Portsmouth, was Admiral Sir Wilfrid Woods, a former Commander-in-Chief, Portsmouth.

Replying to the toast to the Royal Navy, Admiral Woods told the 100 diners that the mood of the country needed to be changed.

"We are going through one of the all-too-familiar phases when people of this country, and, I am afraid, very much the young people of the country, have come to the conclusion that the fighting Services are irrelevant to our present problems."

He considered that the association could do a lot to change that mood

Earlier, the Admiral said one thing he regretted was that Fleet life seemed to be passing in the modern Navy. "It was a really splendid life and one which had a sense of purpose, comradeship and unity.

"However," he said, "I think we still have a Navy of which we can be intensely proud. I know how extremely well our ships show up in NATO exercises."



Plymouth gets a Polaris 'peep'

H.M.S. Repulse is refitting and refuelling at Rosyth after visiting Plymouth — the first time in the three years since she commissioned that the Polaris submarine had been in any port other than her "home" at Faslane.

It was also the first time that a Royal Navy Polaris submarine had been in Plymouth.

Work on the Repulse is the second refit in Western Europe. The first, H.M.S. Resolution, is also at Rosyth Dockyard and is now nearing readiness for sea.

Although Rosyth's second Polaris refit, it is the dockyard's third nuclear refit, the first having been H.M.S. Dreadnought which recommissioned last year.

In the picture, H.M.S. Repulse is seen berthing at Devonport for a visit which lasted five days. The stay enabled officers, ratings and Dockyard officials in the south-west to see the inside of a Polaris submarine.

Picture: L/A Malcolm McCluskey



Sailor's hat for a 'Railway' girl

"Crowned" with a sailor's hat (below) is Miss Jenny Agutter, star of "The Railway Children," who has been adopted by H.M.S. Fox. With her in this picture are (left to right) LCk Butler, AB Elliott, MEM1 Kleppang, PORE1 Fabre, MEM1 Simpson, Lieut.-Cdr. G. L. Hope (commanding officer) and MEM1 Newman.

Jenny visited the Fox while the ship, with H.M.S. Fawn, was on an informal five-day stay at London. There are plans for another visit by her later in the year.

Basil Brush, the TV children's star, was also on board H.M.S. Fox, his visit coinciding with the arrival of a number of wives and families.

The present commission of H.M.S. Fox also became affiliated to the 20th Century Fox Film Corporation, and a large (and shapely) contingent from the film company's offices were among others who toured the ship.



DAME AGNES WESTON'S ROYAL SAILORS' RESTS

WANT A REST?

Find one at:

PORTSMOUTH – Edinburgh Road
WEYMOUTH – Lower Bond Street
PLYMOUTH – Albert Road
SINGAPORE – Naval Base

ACCOMMODATION – MEALS – RECREATION
with a friendly welcome

ASHORE AND AFLOAT
gives further details of meetings, etc.

ENGINEER SURVEYORS

required by Insurance Company for appointment as Inspecting Engineers of Pressure Vessels and Engines

Qualifications: First Class B.O.T. (Steam) Certificate or equivalent.
Salary £1,500-£2,151 (progressive).
London allowance, Pension Scheme, car supplied, house purchase assistance.

Apply:
Chief Engineer
Pressure Plant Division
CORNHILL INSURANCE COMPANY LIMITED
P.O. Box 10
GUILDFORD, SURREY
Telephone 68161

ADVERTISEMENT RATES

Display	*Size in inches*	*Cost*
Whole Page	14½ x 10¾	**£120**
Half Page	7¼ x 10¾	**£63**
Quarter Page	7¼ x 5⅜	**£31.50**
Single col. inch	1 x 1 11/16	**£1.50**

For solus rates, series discounts, and other details please write to **Business Manager, NAVY NEWS, R.N. Barracks, Portsmouth.**

Dewhurst

THE BUTCHERS YOU CAN TRUST

have vacancies for

TRAINEE BUTCHERS AND APPRENTICES

for Portsmouth, Southampton, Winchester and Eastleigh. Intelligent young men who are looking for a future in the MEAT TRADE

Above average wages paid to those who are prepared to work and train as a potential SALES PROMOTER or BRANCH MANAGER

If you are contemplating leaving the service and have had any experience, prior to enlisting, or during your service, as a Butcher

Apply Mr. J. GLASS
QUEEN'S WAY, SOUTHAMPTON. Tel. 93-22091

or

For vacancies elsewhere in the country, apply to:
MR. J. ENGLISH, J. H. DEWHURST LTD.
14 WEST SMITHFIELD, EC1A 9JQ

NAME .....

ADDRESS .....

PRESENT POSITION ..... AGE .....

WAGES REQUIRED ..... PREFERRED AREA .....

INTERVIEWS ARRANGED IN YOUR HOME TOWN

NEWSAGENTS MANAGER

A. G. FRY

An expanding Company with branches throughout the country have vacancies for Branch Managers and Wives

We offer a good wage with rent and rate free accommodation and promotion prospects.

E.V.T. Courses can be arranged. Please contact your Resettlement Officer and write to our General Manager to arrange for an interview.

General Manager
A. G. FRY
426 SALISBURY HOUSE
LONDON WALL, E.C.2

C. & N. (Electrical) LTD.

THE GREEN GOSPORT

Due to the recent expansion of the Workshop Area the following vacancies exist:

SHEET METAL WORKERS

ELECTRICAL FITTERS

BENCH FITTERS

ELECTRONIC WIREMEN

PAINTERS
(SPRAYSHOP & SHIPWORK)

E.V.T. COURSES CAN BE ARRANGED

- Modern Factory with good working conditions
- Area rates of pay, plus merit money
- Earnings up to £26.00 per 40-hour week, plus overtime
- Company Pension Scheme

Apply in writing or phone
GOSPORT 82392

British Transport Police

need

Constables

and

Policewomen

in London and throughout the Country

Leaving the Services? Then choose a really worthwhile civilian job.
Generous free and reduced-rate rail travel on British and continental railways.
Good rates of pay and supplementary allowances.

Qualifications: Physically fit with good eyesight.
Men: 19-35 and at least 5ft. 8in.
Women: 19-35, single and at least 5ft. 4in.

Write to:
Chief Constable (Recruitment), Dept. B
British Transport Police, PO Box No. 25
Park Royal, London NW10

VACANCIES FOR EX-SERVICEMEN



Airwork Services Limited offer employment to ex R.N. aircraft and electronic technicians who wish to continue their trade after termination of service.
Opportunities exist in many parts of the U.K. and overseas offering accompanied and unaccompanied posts.
Enquiries should be addressed to the Personnel Manager.

AIRWORK SERVICES LIMITED
BOURNEMOUTH (HURN) AIRPORT · CHRISTCHURCH · HAMPSHIRE

SECURICOR—
the largest security organisation pay the highest wages—
offer the best career prospects.
Join us as an
Internal Night Security Officer

Min. age 21. Min. ht. 5' 6"
Average Pay £27 p.w.
We also require:
NIGHT PATROL CAR DRIVERS
Age 24 to 45. Min. ht. 5' 6"
Average Pay £27 p.w.
A Securicor job has everything and it's a job well worth doing.
Go after one today!
If you live in the London area
Call in and see us at
40 WILTON ROAD, VICTORIA, LONDON, S.W.1
Mon. to Fri. 8.30 a.m. to 6.30 p.m.
Sats. 9.30 to Noon.
or ring 01-834 5411.

Securicor
MAKE SECURITY YOUR BUSINESS

TECHNICAL PERSONNEL

All electronic trades, some electrical, electro-mechanical, and mechanical

OVER 500 VACANCIES TO BE FILLED (all age groups)

Why not let us help you to obtain suitable employment at the completion of your engagement — No Fees.

During the last three years over 75% of all people interviewed have received offers of employment.

If you are within six months of release date send for details and application form to:

TECHNICAL SERVICES (RAMSEY) LTD.,
8 Whytefield Road, Ramsey, Huntingdon, PE17 1AQ

UNITED KINGDOM ATOMIC ENERGY AUTHORITY CONSTABULARY

has vacancies for

CONSTABLES

at Authority Establishments in England and Scotland

A Worthwhile Civilian Career

SALARY:

£980–£1,295 per annum for 40-hour week (currently subject to review)
Opportunity for overtime.

QUALIFICATIONS:

A good Service record – physically fit – minimum height: 5ft. 7in. – R.N. and Marine Educational Test I secures exemption to entrance educational test.
Age: 19–50 years.

HOUSING:

Authority housing available at most Establishments.

PENSION:

Contributory pension scheme.

Write to:

The Chief Constable,
U.K. Atomic Energy Authority,
Constabulary,
Building F6-A, A.W.R.E., Aldermaston,
Reading, RG7 4PR

BOILER MECHANIC

A vacancy exists at Hoover Limited for an experienced Boiler Mechanic. The successful applicant will be aged between 35–45 and have at least 3 years' training in boiler room practice (preferably on oil-fired burners). He must be available on a three shift basis.

We offer:

★ An excellent salary.
★ Excellent working conditions and benefits.

Write to or come and see A. J. Hall,
Employment Officer, Hoover Limited,
Perivale, Greenford, Middx.
or phone 01-997 3311 ext. 355

HOOVER

HOME CIVIL SERVICE

CLERICAL OFFICERS

DIPLOMATIC SERVICE: GRADE 10 (CLERICAL)

A large number of posts in the Home Civil Service and some in the Diplomatic Service for men and women with service in H.M. Forces or H.M. Overseas Civil Service ending on or after 1.11.69. Vacancies mainly in London with a limited number in Scotland and some provincial towns.

Written examination on 7 September 1971.

Salary (Inner London): £893 (at age 20), £1018 (at 22), £1167 (at 25 or over on entry). Scale maximum £1428. Promotion prospects to £2010 and over. Salaries under review.

5-day week in general. Non-contributory pension.

WRITE to Civil Service Commission, Alencon Link, Basingstoke, Hants., for application form, quoting C/541/18. Closing date 15 July 1971.

CITY OF SOUTHAMPTON

ASSISTANT SEWAGE WORKS FOREMAN/FITTER

Miscellaneous 7 (£1,296–£1,401)

To assist in the maintenance and supervision of 3 sewage works and 18 pumping stations. Interesting and varied work including maintenance of diesel alternators, pumps, compressors. Applicants must be time served fitters preferably with diesel experience.

Removal expenses up to £50 and housing accommodation available in approved cases.

Information and application forms from the City Engineer, Civic Centre, Southampton, SO9 4XB.

Service Engineers & Electronic Engineers

SERVICE ENGINEERS

We have vacancies for Service Engineers to work on the maintenance and repair of computer systems.

Applicants for these posts should ideally have experience in the service and repair of computer peripheral equipment and data preparation machines. A knowledge of computers would be an advantage.

Successful candidates would join a team of engineers who are on call and are required to travel away from base, both in the U.K. and on the continent. Quote ref. D/123/AD

ELECTRONIC TEST ENGINEERS

Required for quality assurance testing and proving draft specifications of sophisticated data processing computer equipment. Applicants should be technically qualified to O.N.C. standard, or be able to offer particularly good experience in lieu.
Quote ref. D/79/AD

Ferranti operate a contributory Pension and Dependants Assurance scheme. Promotional prospects, working conditions and holiday arrangements are excellent.

Please apply, with brief details, quoting appropriate reference number to

Personnel Officer (Male)
Ferranti Limited
Western Road, Bracknell, Berkshire
Telephone: Bracknell 3232

FERRANTI

If you've decided to leave the Services, think of a career at IBM



Today IBM computers and data processing equipment are becoming essential to the running of industry, science, government and commerce. And no manufacturer can operate without customer engineers.

Many of our most successful customer engineers have come from the forces, so the field is wide open to you. And it could be your opportunity to move into the world's fastest-growing industry

There are now over 340 customer engineers who joined IBM straight from the Navy/Army/Air Force. Most of them had experience in either electro-mechanisms, servo-systems or electronic electric controls. And now some are technical specialists and some are managers.

There are several different jobs within Customer Engineering. The Data Recording group are responsible for servicing and maintenance of the entire key punch and verifier range of machines, also data collection systems and Teleprocessing terminal units. The Data Systems group covers basic punch card handling equipment, such as card sorters, tabulators, interpreters, calculators and small models of computer systems. The General Systems group covers medium and large scale computer systems. Whilst, the Program Support Group is responsible for problems that occur in IBM programming systems, involving the diagnosis and solution of these problems using a large amount of documentation (e.g. core dumps, program listings etc.).

Whichever group you join you will be given a first class training.

Salaries are excellent. IBM offers many fringe benefits such as a non-contributory pension scheme, free Life Assurance and an excellent career.

If you are under 40, like the idea of joining the fast-growing computer industry and are due for release during the next 18 months or after a short-term commission, why not find out more about IBM? Send a brief resumé of your technical career and personal details to Mr. D. J. Dennis, IBM United Kingdom Limited, 389 Chiswick High Road, London, W.4. Quoting reference **NN/90660**

IBM

In the past year we have visited a number of Service Units to give a short presentation on Customer Engineering in the computer business, followed by a question and answer session. We would be pleased to arrange to visit your station if there is sufficient interest and your commanding officer agrees. Please discuss this with your Resettlement Officer or Station Education Officer in the first instance so that we can make arrangements through him.

'HEART TRANSPLANT' FOR NARWHAL



H.M.S. Narwhal (pictured left), now disembowelled at Chatham and undergoing a heart transplant in preparation for a new commission in 1972.

One of the last calls before going into refit was to Dartmouth, where the ship's company earned their Butlin's red blazers by taking parties of cadets from Britannia Royal Naval College to sea and guiding them round the submarine while she performed a series of aquabatics which would put the R.A.F.'s Red Arrows out of business.

Sports gear unusual, but they won

While anchored off a desert island in the Persian Gulf, preparing for her visit to Dubai, H.M.S. Zulu was joined by the yacht of Shaikh Rashid bin Said Al Maktum, the ruler of Dubai.

A volleyball pitch was quickly rigged and a team from the the Zulu challenged the Shaikh's sons to a game.

In spite of the sweltering heat and their unusual sports clothes, the Shaikh's family won by two games to one.

Replenishment op. for Hardy

"Don't look now but D's watching!"

And that seemed the appropriate caption to dream up for the picture below of intense concentration on the bridge of H.M.S. Hardy as she replenished at sea with H.M.S. Undaunted on her return from the Mediterranean.

Several Army and Sea Cadet officers were transferred, as well as the U.C. class and a number of the ship's company.

Both ships then went their separate ways, the Undaunted (Captain D) to Portland, and the Hardy to Portsmouth.

Pictured on the bridge are the commanding officer, Lieut.-Cdr. N. O. Macleay, and the navigator, Lieut. P. L. Harrison.

H.M.S. Hardy nearly had a mercy mission on her hands when the Trinity Navigator went aground off Berry Head, but as soon as the news broke that the Hardy was on its way, the Trinity Navigator refloated without assistance.

Naval divers from Plymouth are clearing the last of the 1,000lb bombs from the wreck of the German cargo ship Arnold Mask, which sank in St Aubyn's Bay, Jersey, in 1943.

Test memories of 100 types of plane

Testing nearly 100 types of aircraft, from the Martlets, Fulmars, and Barracudas of the early war years to today's Buccaneers and Phantoms, as well as a few speed records, were among the memories at the disbandment last month of the Royal Naval Test Squadron at Boscombe Down, Wilts.

Formalized testing of new aircraft in this country began as early as 1914 at Upavon. Even at that stage the Royal Navy was deeply involved, with a naval lieutenant as one of the first COs of the Experimental Flight of the Central Flying School of the R.F.C. (the 1915 equivalent of today's Aeroplane and Armament Experimental Establishment — A&AEE — at Boscombe Down).

RECORDS

After a spell at Martlesham Heath, the A&AEE moved to Boscombe Down at the outbreak of the Second World War, and has been there ever since. In 1944 "C" Squadron became responsible for naval aircraft testing.

The squadron is entirely naval manned to facilitate embarkation in aircraft carriers for deck trials. In 1950 a "C" Squadron pilot, the late Lieut.-Cdr. J. S. Bailey, completed the world's first 2,000th deck landing, and later that year Lieut. (now Rear-Admiral) D. G. Parker took part in the first deck landing trials of a swept-wing aircraft.

Other records held by the squadron include the fastest time for the journey from London to Amsterdam (23min. 39.7sec.) in a Sea Hawk, and London to Malta (2hr. 12min. 27sec.) in a Scimitar.

BOYD TROPHY

In 1954 the squadron was awarded the Boyd Trophy for services to flight safety.

Although disbandment of the R.N. Test Squadron marks the end of an era, naval involvement in the work of the A&AEE will continue, for naval test pilots will remain at the establishment to test both fixed and rotary wing aircraft destined for service at sea.

Vectac trophy for 826 Squadron

The Vectac trophy, given by the firm of Kelvin Hughes, marine electronics manufacturers, "for proficiency in the art of attacking submarines," has been awarded by the Commander-in-Chief Western Fleet (Admiral Sir William O'Brien) to 826 Naval Air Squadron. In a ceremony at Culdrose, the C.-in-C. handed over the trophy to Cdr. Noel Unsworth, the previous commanding officer of the squadron.



Families Day for Gurkha

It was Families Day aboard H.M.S. Gurkha when relatives went out to Spithead to join the ship for the entry into Portsmouth Harbour.

Leaving the Service, not sure what to do? Perhaps we can help

there is no obligation but why not write today and see what vacancies we have available in our Offices and Factory

We can offer a worthwhile career with a Company that puts its employees first

Please write to:
Personnel Manager,
ALADDIN INDUSTRIES LIMITED
WESTERN AVENUE
GREENFORD, MIDDX.

CORPS OF COMMISSIONAIRES
Founded 1859

Another career when your Service engagement expires. Age no bar. Divisions in 10 cities of the U.K.

Apply:
HEADQUARTERS
419A STRAND
LONDON, WC2R OPX
01-836-6453

OVERSEAS EMPLOYMENT WITH AIRWORK SERVICES LIMITED

in the Gulf area of the Middle East.

SUPERVISORY ENGINEERS - AIRCRAFT

Resulting from the continual growth of a large aviation complex vacancies now exist for men experienced at supervisory level in servicing and maintaining modern military Jet Aircraft in one or more of the following specializations:

AIRCRAFT • ARMAMENTS • ENGINES INSTRUMENTS • ELECTRICS • RADIO • RADAR GUIDED WEAPONS

We offer:

- Generous salaries which can qualify for tax concessions
- Excellent catering facilities
- Air conditioned accommodation
- Free insurance and medical care
- Home leave by air every 7 months
- Assistance is available for those wishing to be joined by their families

Apply stating for which categories and quoting reference 294 to:

The Personnel Manager,
Airwork Services Limited,
Bournemouth (Hurn) Airport,
Christchurch, Hants.

COUNTDOWN!

Up to now, you have probably valued your independence. As a man of responsibility the thought of settling down to work for someone else may seem disconcerting. If you want to remain self-determining and go your own way, why not join us? We are a new thriving English company, looking for competent, self-motivated people to form their own business under our umbrella. High income and capital growth can be expected from a small initial investment in invaluable and unique consumer service.

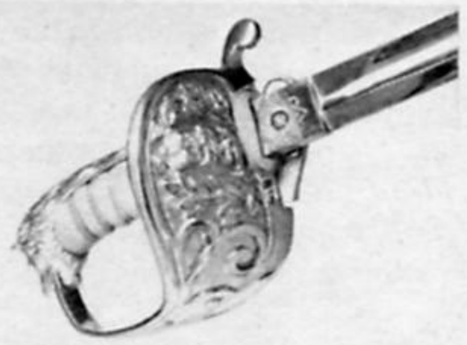
Write with C.V. or telephone Gordon Shelford
102 Charing Cross Rd., London W.C.2 01-836-5902

Her Majesty's Stationery Office

Recently published:

Swords For Sea Service

by Commander W. E. May, R.N., and P. G. W. Annis



Based on the sword collection, which includes dirks and cutlasses, in the National Maritime Museum at Greenwich, this study contains photographs of some 150 swords, dirks and cutlasses illustrating the more important variations relating to each type. An extensive list of British sword-cutlers is included. This work represents the most exhaustive treatment of British edged weapons in the modern period which has yet appeared.

£8 (by post £8.35) for 2 volumes

Free lists of titles (please specify subject/s) are available from Her Majesty's Stationery Office, P6A (NN), Atlantic House, Holborn Viaduct, London EC1P 1BN.

HMSO

Government publications can be bought from the Government Bookshops in London (post orders to PO Box 569, SE1), Edinburgh, Cardiff, Belfast, Manchester, Birmingham and Bristol, or through booksellers.

BATH £16m. CENTRE PLAN

A £16m. scheme to house Bath's 5,000 civil servants at Foxhill is in an advanced state of negotiation, and sketches have been produced to indicate the architect's efforts to design the premises with such a low silhouette that they would be unobtrusive on the hilltop position one-and-a-half miles from the city centre.

At the present time the civil servants are working in six different locations, and for more efficient working it is necessary to concentrate them on one site.

The area of the site is 48 acres, much of it at present covered by single-storey buildings, and the proposed development would free about a third of the site from building.

FOR 3,000 CARS

Helping to screen the site from the city side is a belt of existing trees, and this will be reinforced with the planting of further semi-mature trees.

Plans include two-storey garaging for 3,000 cars, the roof being grassed and landscaped. Behind this the office buildings will be progressively at greater heights.

Comments of the Royal Fine Arts Commission have been taken into account during the development of the scheme.

No starting date has been fixed, but a report on the road access is expected within the next six months.

Pam's proud family tree in Marines

When Wren Pamela Moyse entered the gates of the Royal Marine Barracks at Eastney she was continuing a remarkable family connection with the Corps.

Her great-great-great grandfather joined the Royal Marines in 1842 and since then the family have contributed a total of 217 years' unbroken service.

Last in the line of the males at present is RSM R.A. Moyse, who joined in 1943 and is in the Careers Service at Inverness.

During the Moyse family service to the Corps there has often been more than one in uniform, and at one stage during the First World War, a father and five brothers (all CS and not HOs) were engaged.

Pam's great-great grandfather, her grandfather (direct descendant) and one of her uncles stood shoulder to shoulder at the defence of Antwerp in 1914.

Her father was in the Army during the Second World War, and is now a London "bobby" with some 25 years "in."

The family tree and medals are to be seen in the Royal Marines Museum at Eastney.



Wren Pamela Moyse beside the family tree and medals in the Royal Marines Museum at Eastney.
Picture: PO Dave Morris

CAPITAL VISIT FOR FIVE

Five ships of the Royal Navy's oldest operational unit — the Fishery Protection Squadron — steamed up the Thames on May 14 for a six-day visit to London.

They were the support ship H.M.S. Abdiel, and the minesweepers Soberton, Wotton, Kellington and Wasperton. Their stay included official calls and functions, one of them being the Royal Navy's bi-annual Fishery Protection conference aboard the Abdiel.

Two of the minesweepers are seen right after passing under Tower Bridge.



Barracks 'new look'

A call on the Navy News office was part of the programme for the First Sea Lord, Admiral Sir Michael Pollock, when he visited the Royal Naval Barracks, Portsmouth, on May 19, to be briefed on the R.N.B. task and redevelopment.

Admiral Pollock was received by the Commodore (Commodore E. W. Ellis) and saw the progress in the transformation of the establishment to the highest modern standards.

Alongside the old blocks, soon to be demolished, he saw the new accommodation for Wrens and sailors, with dining halls, shopping arcade, social club and sick bay.

He also visited the Central Instructional Techniques School, and the Royal Naval School of Management and Work Study.

Plymouth call for 60 ships

Eight thousand sailors from seven countries were able to pour ashore at Plymouth when 60 warships entered the port after taking part in the NATO exercise Rusty Razor.

This is one of a series of NATO exercises designed to strengthen Western Europe's seaward defences.

For the NATO fleet it was very much a business call, but one U.S. ship was open to the public for a couple of days, and H.M.S. Intrepid sent a band to play outside the Council House in the city centre.

Cavalier in commemoration

Members of the ship's company of H.M.S. Cavalier were among those attending the Battle of the Atlantic 26th anniversary service in Liverpool Cathedral on May 2, when the lesson was read by the Flag Officer Plymouth (Vice-Admiral J. R. McKaig).

Treasure!

There's treasure in that there cap — Cup Final tickets given by Capt. I. G. W. Robertson to seven sailors of H.M.S. Eagle for their continued efforts towards ship efficiency during the past three months.

Recipients were (left to right): MEM Monaghan, LMEM Robinson, Ck Townsend, MEM John, LMEM Jeffries, Ck Powell, and (foreground) LMEM Peatman.



Navy kings of the air in Malta and Cyprus



Quiz kings of Malta and Cyprus, a Royal Navy quartet has been invited to receive commemorative tankards at a reception in Broadcasting House in July.

Pictured here they are Instr. Lieut-Cdr. Geoff Bond (captain), Second Officer Rosemary Henley, Petty Officer Writer Vic Chamberlain, and Wren Radio Operator Judy Waite.

A BBC quiz team, including Ted Moult, Nan Winton and Neil Durden-Smith, with Alun Williams as question master, toured Service establishments in Cyprus and Malta for a programme series "Forces Chance 71."

Both Army and R.A.F. efforts came close to success, but the Navy emerged triumphant after a nail-biting finish.

Now they are hoping about that available transport to London . . .

KING KEY-WEAR
FOR MEN OF THE FUTURE
Daring Bikini type briefs for men in choice of 20 denier see-thro' nylon or 40 denier silky texture nylon. Gives maximum support with the minimum cover. Also close fitting boxer type hipster briefs.
Colours: Navy, White, Red, Black, Pink, Light Blue, Lemon.
Sizes, S - M - L - XL. State type, size, colour and denier required.
ONLY 60p pr. or SPECIAL 3 PACK OFFER £1.50
Illustrated Colour Brochure of complete range 10p
KING KEY WEAR LTD. (NN1)
King House, 56 Lee High Rd., London, S.E.13

Only there for the tweed?

During a circumnavigation of the British Isles, H.M.S. Ocelot called at Stornaway for four days, giving the opportunity to all on board to get true Harris tweed, wholly produced in the Outer Hebrides.

The submarine then took part in H.M.S. Ark Royal's work-up, during which an informal visit was made to Aberdeen, where the ship's company were entertained to a civic luncheon and saw the Lord Provost present the Scylla Sea Cadets with the Stevenson Trophy for the most efficient corps in the Scotland and Northern Ireland Command.

★

After work-up, H.M.S. Bulwark will be taking the Commander-in-Chief Western Fleet to Stockholm and Helsinki, and the C.-in-C. will be paying a courtesy call on King Gustav of Sweden.

★

The first Spanish ship to visit Britain since 1964, the 3,000-ton destroyer Marques de la Esenada, will be at Portsmouth from June 10 to 13.

★

Formerly H.M.S. Houghton, the ex-Ton class minesweeper is now based at Plymouth, under private operators, for use as a tug to fight oil pollution.

★

Two of the Royal Navy's most modern hydrographic survey ships, H.M.S. Fawn and H.M.S. Fox, at present engaged on re-surveying the English Channel for deep-draught tanker routes, had a five-day visit to the Pool of London during May.

★

H.M.S. Alliance landed a sick seaman at Oban after a dash from her patrol off the west coast of Scotland.

★

On a three-day courtesy call, H.M.S. Zulu became the first warship to enter Dubai's new harbour.

★

H.M.S. Hecate, survey ship, was at Oslo on May 10 and 11 to coincide with the start of Nor Shipping '71, a six-day congress for merchant shipping concerns, in which the Royal Navy's Hydrographic Department is participating.

★

Sixty sets of ship models have been ordered by the Ministry of Defence from Ferranti, Ltd., for use with the periscope simulation system which presents a trainee operator with a realistic representation of what he would see in normal service.

★

The Polaris submarine H.M.S. Renown was included in the programme when the Rt. Rev. John Taylor Hughes, the Bishop to the Forces and Bishop of Croydon, visited Faslane in April.

★

Due to return to U.K. on May 27, H.M.S. Aurora will be in Home Waters until the end of the year.

★

The Navy has decided that the two officers and ten ratings whose boats were sabotaged by the I.R.A. while at moorings at Baltimore, Co. Cork, cannot be blamed for the outrage.

★

The old bridge to the Gunnery School at Whale Island is being replaced by one of "motorway standard" at a cost of £100,000. The ornamental gates have been stored in case another use can be found for them.

★

H.M.S. Pembroke, Chatham, will have a visit next spring from Admiral of the Fleet Earl Mountbatten of Burma, who will open the new junior ratings' block on which work has already begun.

★

Anyone associated with the previous H.M.S. Exmouth is invited to write to the present ship of the name, which is having a re-dedication service at Chatham on June 24.

NAVY NEWS IN BRIEF

BULWARK DOES HER 'DEMO'

H.M.S. Bulwark, steaming past H.M.S. Charybdis in Portsmouth Harbour, gave a demonstration of the role of a commando ship to members of the Royal College of Defence Studies.



Eight dishes coming up

Eight mini-dish space communication terminals for fitting to vessels of the Royal Navy have been ordered by the Ministry of Defence from the Space and Defence Systems Division of G.E.C.-Marconi. A prototype is to be tested in H.M.S. Grenville.

DUKE TAKES SALUTE

The Duke of Edinburgh, Captain-General of the Royal Marines, took the salute at the remembrance day at Eastney on May 2, those present including Admiral of the Fleet Earl Mountbatten of Burma, who is Honorary Colonel Commandant of the Royal Marines

Big discounts for cash or HP through Naafi



1921 NAAFI GOLDEN JUBILEE 1971

Naafi doesn't actually sell you the car or caravan. Naafi's part of the deal is to see that it costs you as little as possible. This is how:

DISCOUNTS FROM 7½% to 13% OFF THE BASIC PRICE of most popular British cars and 7½% to 10% OFF touring caravans, bought through a Naafi introduction, from a dealer in the UK for UK or overseas use.

SPECIAL EXPORT DISCOUNT OF 15% OFF many Austin, Morris, Triumph and Rover cars bought through a Naafi introduction if you are being posted abroad from the UK or from one overseas country to another.

FIRST CLASS HP TERMS and low HP charges without strings such as annual subscriptions.

DELIVERY TO SUIT YOUR CONVENIENCE – car to airport when you arrive in the UK, to your home town or new station; your caravan to your home town in UK or to an overseas port.

THESE ARE THE WORLD WIDE ADVANTAGES OF USING NAAFI H P

☐ Entitlement to full dealer services retained ☐ Free personal insurance ☐ Insurance cover against three quarters of your liability to purchase tax and import duty on a car – subject to simple conditions – if prematurely repatriated from overseas ☐ Naafi provides deposit saving facilities to build up a deposit for a future purchase.

Naafi will also finance the purchase of used cars in UK and Germany.

SEE YOUR NAAFI MANAGER FOR FULL DETAILS OR IN CASE OF DIFFICULTY COMPLETE THIS COUPON WITHOUT OBLIGATION.

Car Sales Manager, Naafi, London SE 11
Please send me details of Naafi HP facilities without obligation. I am interested in

NAME _____ (block letters)
ADDRESS _____ (block letters)

☐ New car for use in _____ (state country)
State model _____
☐ New touring caravan
☐ Used car
☐ Deposit saving (to enable me to build up a deposit for a future purchase)

Post this today

Please tick whichever applies

N

Sailors give orphanage three-day 'face-lift'

"You are a one" (or something like that) she may be saying, but there was no doubting the gratitude of the Mother Superior and the nuns to the sailors from H.M.S. Plymouth for their redecoration work at an orphanage at Palma, Majorca.

Forty sailors from H.M.S. Plymouth, visiting Palma, Majorca, rolled up their sleeves and volunteered to redecorate the dormitories and classrooms of the orphanage at La Villete. Assisted by the nuns, they finished the job in three days.

Among gifts from the ship's company to the orphanage was a ship's crest given by the commanding officer, Cdr. M. H. Livesay, to the Mother Superior, as a permanent souvenir of the visit.

Back at Devonport after two months in the Mediterranean, the Plymouth had clocked up the 100,000th mile of the commission, and called at Gibraltar, Palma, Malta, and Civitavecchia.



People with honours

How to be a MAD ASS!

(By Inst. Lieut.-Cdr. R. F. Spriggs)

Are you a MAD ASS (MAURIT)? Of course you are not, because this qualification cannot be bought or taken by correspondence course — you actually have to come to the Indian Ocean island of Mauritius to qualify. Mind you it is mainly a practical qualification, as you will see.

The Grand Master of the Order of Aerial Supporters Shinners and authorized issuer of the Mauritius Ascenders' Diplomas is Lieutenant (RE) B. A. de la Plain.

Being a man of thought and enterprise, and realizing that grateful indolence overcomes the UK-type body when plentifully supplied with sun and duty-free alcohol, he set about the task of promoting the Mauritian mountains.

Many are aware that from the heights of the many ranges and peaks of dark lava rock, the beauty of this evergreen island can best be appreciated and its surrounding fringe of blue lagoons and foam crested coral reefs seen to full advantage.

BRIDGING GAP

It was to bridge the gap between this awareness and actually making a climb that the Diploma came into existence, as its ownership provides incentive and proof that at least one mountain has been climbed.

The entitlement to use the letters M.A.D. before and after one's name is of more doubtful value!

The Diploma has a silhouette view of the Moka range with the well-known peaks of Le Pouce and Pieter Both, and has spaces for recording the names of those mountains climbed, their height above sea level, the date of the climb and the certifying signature of a "summit" witness.

CERTIFIED!

I know one lady who had her last climb certified by the Bishop of Mauritius, and you can't go much higher than that. The Bishop at the time was, of course, qualifying for his own Diploma.

The popularity of the week-end climbs has to be seen to be believed. Instead of an occasional walker on the landscape, one now sees ant-like strings of naval mums and dads, either trying to keep up with their children or dragging them along to achieve yet another notation on their diploma.

When the different climbs exceed 13,731 feet in aggregate above sea level (about seven climbs), a commemorative plaque is awarded to mark your determination and leave you to wonder why that particular number was thought of — apart from its obviously palindromic and mystical digital content.

FOUNDER'S DAY

This trophy is intended to be worn round the neck on "Founder's Day," or hung on the wall next to the buffalo horns.

Phew! must get back to the mountains; can't wait to get that plaque so that I can stop this madness.



The commanding officer of H.M.S. Mauritius, Cdr. T. G. A. Ram, holder of the 99th MAD diploma, hands over the 100th to Leading Wren Jane Wilson.

THE ADMIRAL SENDS HIS CAR



Mrs. Tom Kirby, wife of a chief petty officer cook in H.M.S. Norfolk, had a pleasant surprise when she heard that the Flag Officer Flotillas Western Fleet (Rear-Admiral J. E. Pope) was sending his car to Chatham for her, so that she could attend a presentation aboard the ship at Portsmouth.

The occasion was the award of the BEM to CPO Kirby by Admiral Pope, who wished to ensure that the chief's family would be able to attend.

Mrs. Kirby's health makes a long journey difficult, but she was able to make the trip in the admiral's car, accompanied by her daughter Jane, an 18-year-old typist.

Last year CPO Kirby was presented with a clasp to his Long Service and Good Conduct Medal to mark the completion of 30 years' service, and he has been selected for promotion to Fleet Chief this year.

CPO Kirby shows the BEM to his wife and daughter Jane.

Picture: Jan Cottle

AWARD RECALLS BIG RELIEF OP.

An echo of the massive relief operation when a Naval Task Force sailed from Singapore to help victims of the East Pakistan flood disaster has been a Commander Far East Fleet's commendation for Leading Marine Engineering Mechanic Vincent Rabone.

LMEM Rabone was the driver of one of the LCMs used in the operation. One of its two main engines was in poor condition, but by his technical skill and much hard work it was kept serviceable.

"During this time," says the official report, "the combination of excessive engine noise, exhaust, and oil leakage created most unpleasant conditions in which to work. I commend him for his professional ability and his determined and selfless devotion to duty."

FOR BRAVERY

Two Royal Navy men have been awarded the Bronze Medal and Certificates of the Royal Humane Society for their bravery in rescues.

Able Seaman M. Brown saved a midshipman who fell into the sea from H.M.S. Lowestoft, anchored off St Mary's, Scilly Isles. The midshipman was exhausted and was eventually got back on board almost unconscious.

Marine Engineering Mechanic First Class Granville Farrar jumped into the River Plym at Plymouth, and, against the tide, managed to bring to shore a seven-year-old boy who had fallen from a raft. MEM Farrar collapsed with cold and cramp, but two civilians succeeded in restoring life to the boy who had stopped breathing.

When an attacker stabbed a man in a murder attempt at Plymouth, five sailors who waded in, detained the attacker, and saved the life of the victim, were subsequently praised by their Commander-in-Chief and by the trial judge.

The sailors were: Leading Seaman T. P. Bayliss and Engineering Mechanics D. J. Rose and T. C. Dunn, of H.M.S. Ark Royal; Leading Seaman Clive Wilkinson of H.M.S. Tenby; and Leading Seaman G. W. Brodrick of H.M.S. Drake.

LMEM Vincent Rabone shows his wife his commendation certificate after it had been presented to him by the Flag Officer Plymouth, Vice-Admiral J. R. McKaig.

H.M.S. PHOEBE

When H.M.S. Phoebe recommissioned at Chatham on May 21, guests included Admiral Sir John Frewen (former C.-in-C. Naval Home Command) and Lady Frewen.

A commissioning cake, made by the Navy Catering School at H.M.S. Pembroke, was cut by Lady Frewen, assisted by the youngest sailor aboard the Phoebe, 16-year-old Junior Seaman Brian Griffiths, of Welshpool.

The frigate was launched in 1964 by Lady Frewen.

Sea King man is air 'king'

The Boyd Trophy "for the finest feat of aviation in the previous year" was presented to Lieut.-Cdr. Victor G. Sirett at a ceremony at Culdrose on May 5.

Lady Boyd, widow of Admiral Sir Dennis Boyd, made the presentation in the presence of the Flag Officer Naval Air Command, Admiral M. F. Fell.

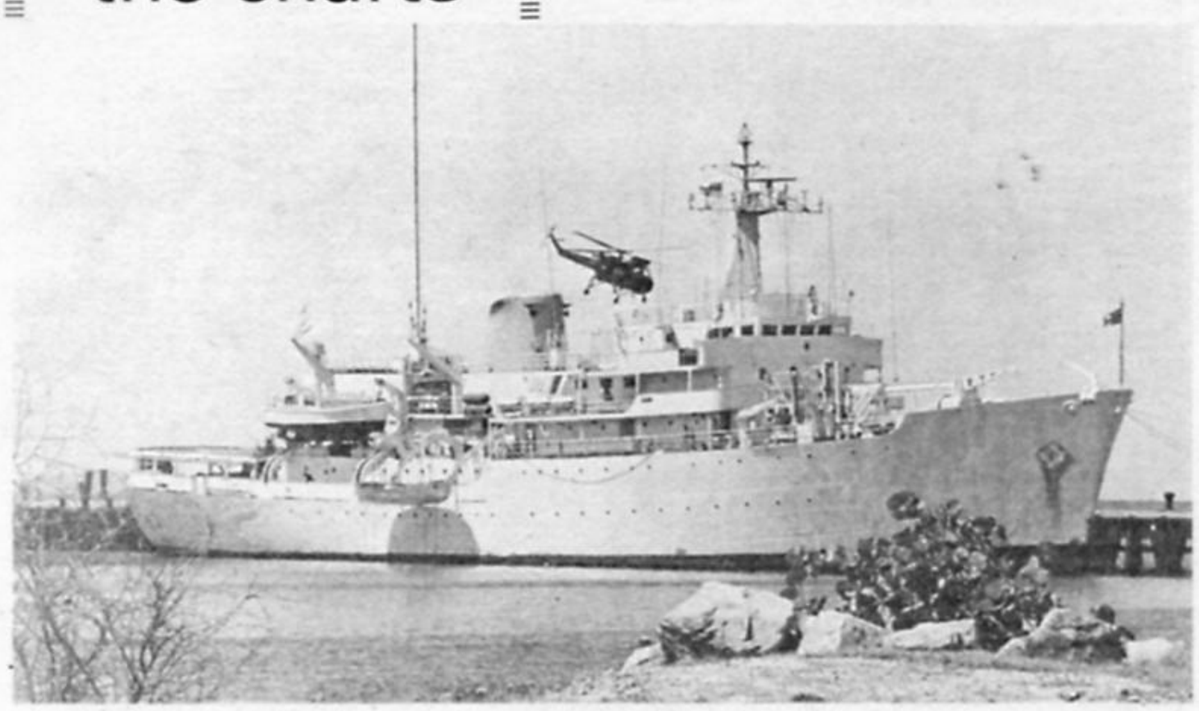
The award for 1970 was made to Lieut.-Cdr. Sirett for his achievement in introducing the Sea King helicopter into naval service. He was commanding officer of the Sea King Intensive Flying Trials Unit (700S Squadron) at Culdrose from its formation in August, 1969, until the end of the trials in May, 1970.

Lieut.-Cdr. Sirett, who lives at Helston, is now commanding officer of 706 Squadron at Culdrose.



Lieut.-Cdr. V. G. Sirett

Up-dating the charts



Survey ship H.M.S. Hecla alongside at U.S. Depot, Roosevelt Roads, Puerto Rico.

The waters around Mustique Island, in the Caribbean, where the French liner Antilles was wrecked recently, have been visited by the Royal Navy survey ship H.M.S. Hecla as part of her current mission to up-date charts of the area.

The Hecla has been in the Caribbean since March, and apart from seeing the Windward and Leeward islands from seaward, the ship's company have been ashore at Puerto Rico, Barbados, St. Lucia, Tobago and St. Vincent.

As part of the British contribution to a multi-national project investigating the geology of the Caribbean area, a team of scientists from Durham University are aboard, engaged on studies to determine the structure of the seabed.

A team from University College, London, who are studying sediments in the Grenadine Islands, are also being given support by the ship with a detached survey motor boat and crew based at Kingstown, St. Vincent.

Boat camps on tropical islands, water ski-ing, bathing from the fabulous beaches — and above all relatively calm waters — are a welcome change after a year spent in the North Atlantic.

Fifty years on, he's the sole survivor!

In 1921 a 14-year-old lad called George Roberts (but nick-named "Nutty") started work at R.N. Barracks, Portsmouth, as a cobbler.

Fifty years later, the barracks, embroiled in the transformation of massive rebuilding, is a very different place. But in a workshop in one of those new buildings — sandwiched between the Naafi and the barber's shops — "Nutty" is still repairing the Navy's footwear, ranging from Pussers' boots to "kinky" boots!

George, whose father and grandfather were shoemakers and repairers, learned the trade from his brother. He started work at the barracks for a weekly wage of 25s. — but that was a time when your boots could get soled and heeled for 3s. 6d. (now it's 98p).

In the meantime, George, who was employed by the Welfare section for 47 years before "going independent," has occupied a succession of six workshops in various parts of the barracks. "We got blown out twice during the war," he recalls.

When he started work there were five cobblers in the barracks (including his father). Now, he is the only one left, and, at 64, thoughts of retirement have occupied his mind.

When that day comes there will be no Roberts to carry on the long unbroken family tradition of the "snob." George, who lives at Gosport, has two daughters and five grandchildren (four of whom are girls).



Fifty years on and still in business — Mr. George Roberts at R.N.B., Portsmouth.

Photo: PO W. Stenning.

ROSYTH NAVY FAIR

The Navy Fair at the Fleet Grounds, Rosyth, to be held this year on Saturday June 5, is set to beat all records, and organizers have their sights on a profit figure in excess of £3,000. The money will go to local and seafaring charities.

TV personality Mary Marquis will open the fair, and arena events include helicopter demonstration, police dog handlers' display, fencing, Royal Marines display, P.T. demonstration by H.M.S. Caledonia and music by several bands.

There will be plenty of stalls and competitions and a special children's corner for toddlers.

U.S. EXCHANGES FOR WRENS?

The possibility of exchanges and other appointments between the W.R.N.S. and the American equivalent, the W.A.V.E.S., was on the agenda during the nine-day visit to the United States by Commandant D. M. Blundell, Director of the W.R.N.S.

CLASSIFIED ADVERTISEMENTS

RATES

RUN-ON per word, 3p. **TRADE**, 5p. **PUBLIC AND LEGAL**, 5p. Advertisers may have replies addressed to a box number. For this service and postage an extra charge of 10p is made.

MINIMUM CHARGE, 50p.

All enquiries to:
Advertisement Department, Navy News Office, Royal Naval Barracks, Portsmouth, PO1 3HH (Tel. 26040)

HOUSE PURCHASE
HUGH WAGRAM
AND PARTNERS
AUCTIONEERS AND ESTATE AGENTS
112 KINGSTON CRESCENT
PORTSMOUTH
All kinds of property available in Portsmouth Area with good mortgage facilities
NAVAL LOAN SCHEME ENQUIRIES WELCOMED
Contact Mr. JOHN WARD-WYVILL, Manager Portsmouth 62773/64272

EMBROIDERED BLAZER BADGES
in Wire or Silks, any design

WOVEN MOTIF CLUB TIES
a speciality
Handpainted WALL PLAQUES
any Crest or Emblem £2.08 including package and postage to any U.K. address
Illustrated Brochure Free
GREENBURGH BROS. LTD. Tel. 26331
81/82 QUEEN STREET – PORTSMOUTH

PERSONAL

FILL YOUR DAYS with happiness! New friends, romances. Brochure — Write: Eves Bureau, 1, St Mary's Road, Stubbington, Hants.

THE SOUTHERN BUREAU arranges introductions for friendship and marriage. All ages. Everywhere.—6, Gains Road, Southsea, Hants.

LONELY? BORED?
A guaranteed pen-friend, romance, marriage service for all ages, circumstances and localities – Write (S.A.E.) to **Elite Bureau, 5, Gibbs Close, Coventry** for details

ATTENTION, Naval Officers! Many attractive, cultured ladies would like to meet you with a view to marriage. — Write to Mrs. Katie Keene, Manchester Marriage Bureau, 24, Mosley Street, Manchester, 2. Tel. 061-236-6719.

AUDREY ALLEN MARRIAGE BUREAU, 28, Tavistock Place, Plymouth, Devon. Nationwide, confidential, details sent under plain sealed cover without obligation.

JANE SCOTT
For Genuine Friends
Introductions opposite sex with sincerity and thoughtfulness. Details free
Stamp to: **Jane Scott**
50/Nan Maddox Street, London W1R 0LY

LONGING FOR LETTERS? Lonely? Unhappy? Write: Introductions, Jeans, Queen Street, Exeter, Devon.

SOCIAL SERVICE SOCIETY, 45A, Blossom Street, York. International Introductions, Friendship, Marriage Contacts.

DUREX Gossamer, 40p dozen; three dozen, £1.05. Top quality. — Baynes, 16, Chester Avenue, Whitefield, Manchester.

THE MARGARET MOODY MARRIAGE BUREAU, Dept. N, 1008, Anlaby High Road, Kingston-upon-Hull, Yorks. The successful and efficient bureau in the North with a nation-wide clientele. Scrupulously confidential and discreet. Full details under plain cover on request.

WOULD any Naval Gent, 50-56 care to correspond with modern widow. — Box No: Navy News NN.135.

ATTRACTIVE LADY, 30, desires correspondence with Naval gentleman. — Box No: Navy News 137.

WOULD any Naval or Royal Marine gentleman like to exchange correspondence with young lady (26), Divorcee. Genuine. — Write Box Navy News 136.

MISCELLANEOUS

FREE HELP IN YOUR HOME
during the
SUMMER HOLIDAYS
From French girls willing to spend six to ten weeks in July and August to help you with your housework and children. Another pair of hands at no cost to you!
Apply to your Local Organizer, Hampshire, Portsmouth and Cosham area
Tel. COSHAM 76279
or Write Box Navy News 134.

VAN HEUSEN COLLARS. Special offer. Certain sizes, styles, colours and white. — 14, Aeroville, London, NW9 5JT.

R.N. CAP RIBBONS, PAST AND PRESENT. Send 2½p. stamped addressed envelope for list, also R.N. BADGES RED OR BLUE 5n.p. each as required or 45p. per dozen assorted. Lists Free. — Greenburgh Bros. Ltd., 81-82, Queen Street, Portsmouth (Tel. 26331).

Are you leaving or moving your suitcases and boxes from Admiralty hiring or Married Quarters???
Then you need the
TAXIVAN SERVICE
Phone Portsmouth 63497

ARE YOU A LIVE WIRE? Work in a large organisation, office, factory? Can you use an extra £20 a week? Then start in business for yourself selling at work – Send s.a.e. for special bargain list to M. and A. Lester (Wholesale) Ltd., 269 Hackney Road, London E.2.

GRIMSBY & SOUTH HUMBERSIDE Royal Naval Association. Headquarters, "Spiders Web," Carr Lane. All serving personnel welcome every Thursday.

OIL PAINTINGS. H.M. Ships done to specification, £8-£15. Specimen colour transparencies available inspection. — S.A.E. to Mees, 19, Marine Park Mansions, Wellington Road, Wallasey L45 2NP.

BUSINESS FOR SALE

SOUTHSEA
GENT'S HAIRDRESSING BUSINESS FOR SALE
Also facilities for Ladies.
Takings £50 per week. Good 3-Bedroom living accommodation.
Fitted carpets and gas fires.
Freehold and goodwill £6,250.
RING PORTSMOUTH 31305

ACCOMMODATION

HOLIDAY FLATLETS
Fully equipped flatlets
SOUTHSEA
Available all year round FOR SHORT LETTINGS
Everything supplied except towels.
No restrictions. Own keys. Very suitable for honeymoons, holidays, and visits when husband's ship is in port, etc. Charge per person per week 4gns. (June, July, August 5gns.)
CURTIS, 70 Festing Grove TEL. PORTSMOUTH 33581

IDAHO GUEST HOUSE
51 Waverley Road Southsea
Telephone: Portsmouth 28325
Bed, Breakfast, Evening Meal
TV Lounge, Car Space
Families Welcome
No Restrictions

SALLYPORT HOTEL
17th CENTURY BUILDING
Proprietors: Mary and Jeffrey Bevan
Bed–Breakfast–Full Board
Licensed Bar and Restaurant
Phone Portsmouth 21293

CORNER GUEST HOUSE
98 DEVONPORT ROAD PLYMOUTH
Telephone PLYMOUTH 51908
Under Personal Supervision
Plymouth
Famous Restaurateur

WRIGHT & LOGAN
Naval Photographers
ALBERT ROAD, SOUTHSEA, HANTS
Large collection of Pre- and Post War ship photographs
Send S.A.E. for lists

PUBLIC NOTICES

CHARITY COMMISSION

Charities — 1. The West Indies Royal Navy Ratings Fund, 2. The Duchess of Connaught's Fund for the North America and West Indies Station, 3. Petty Officers' Sections of the Royal Navy Canteen Ireland Island.

Scheme for the regulation of the Charities.

Ref: SC-141532

The Charity Commissioners propose to establish a Scheme for this and other purposes. Copies of the proposed Scheme will be supplied on written request to the Charity Commission, 14 Ryder Street, London, S.W.1., quoting the reference above, and may also be seen at that address.

Objections and suggestions may be sent to the Commissioners within one month from today.

CHARITY COMMISSION

Charity — HMS Hibernia Trust Fund

Scheme conferring power to apply the income for alternative purposes

Ref 121480-SC

The Charity Commissioners propose to establish a Scheme for this and other purposes. Objections and suggestions may be sent to the Commissioners within one month from today.

Copies of the proposed Scheme will be supplied on written request to the Charity Commission, 14, Ryder Street, London S.W.1 (quoting the reference above) and may also be seen at that address or at Ministry of Defence, Naval Personnel Division 2, Room 214, Archway Block South, Old Admiralty Building, Whitehall S.W.1.

SPORT SPOT – 1

Fast five line-up of yesteryear



In historic line-up at H.M.S. Terror, Singapore, are the five cars which were raced by British naval officers in the Singapore Grand Prix event for vintage and PVT cars.

Left to right, the cars and drivers are: 1934 Fiat Balilla 508S (Const.-Cdr. Michael Hawke), 1934 Hotchkiss 615 (Lieut.-Cdr. Tony Baller), 1932 Hotchkiss Am80S (Lieut.-Cdr. John Snow), 1925 Bentley 3 Litre (Lieut.-Cdr. Donald Day), 1937 Railton Straight 8 (Lieut.-Cdr. Mick Stock).

A vintage grand prix

When 21 magnificent machines of yesteryear took to the road in the Singapore Grand Prix event for vintage and PVT cars, five of them were driven by British naval officers.

The most powerful car, a 1925 Bentley 3 litre, owned by Lieut.-Cdr. Donald Day since 1954, came second. Last year it won the vintage event at the Royal Perak Circuit races and has also won its class at the Thompson Road (Singapore) sprints.

THE SMALLEST

Smallest in the line-up was a 1934 Fiat Balilla 508S, owned and driven by Constructor-Cdr. Michael Hawke. Cdr. Hawke found the car in a derelict condition in Petaling Jaya (Malaysia), and, after rebuilding it, managed ninth place in last year's vintage event.

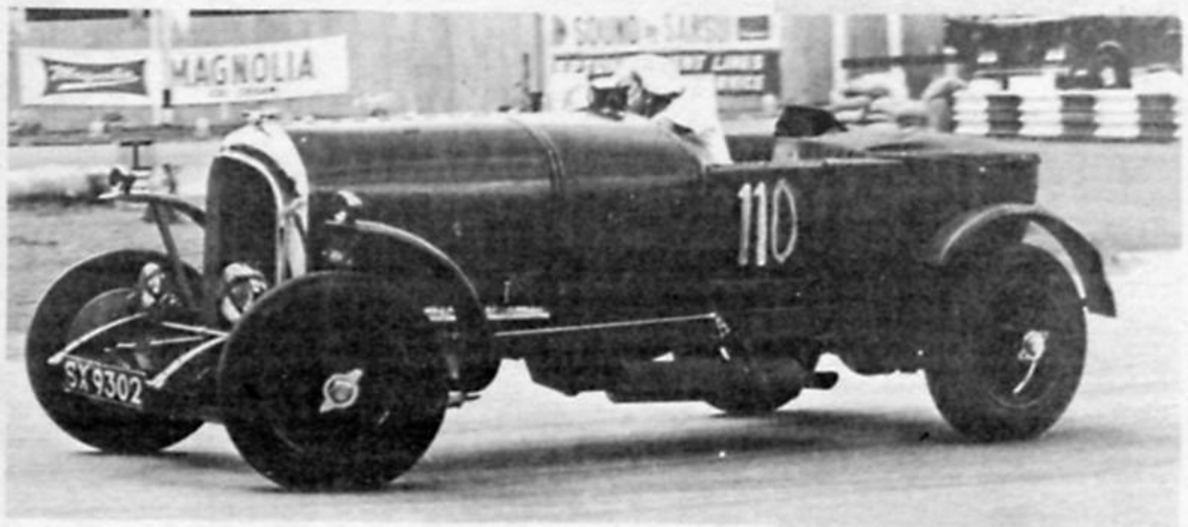
Since then he has scored several other successes in sprints and hill climbs. Repeating his performance in last year's race, Commander Hawke finished ninth.

Lieut.-Cdr. Tony Baller entered two Hotchkiss cars. Driving a 1934 model "615" he secured 12th place. At the recent Rawang Rally he was the overall winner.

BEING REBUILT

His other car, a 1932 Hotchkiss "AM 80S" purchased derelict for $200 and still in the process of rebuilding, was driven by Lieut.-Cdr. John Snow, but because of mechanical trouble was forced to retire in the first lap.

The fifth car in the line-up, a 1937 Railton Straight 8, is owned by Mr. H. A. Stonor, of Pahang, and was driven by Lieut.-Cdr. Mick Stock. He also repeated last year's performance by finishing eighth.



Speeding towards second place, Lieut.-Cdr. Donald Day's 46-year-old Bentley 3 Litre takes a bend in fine style during the 1971 Singapore Grand Prix.

NEVER MIND THE RIG . . . the style's champion!

The rig may not be glamorous but the job of being the fastest guns in the women's services demands an outfit more functional than fashionable.

Pictured right are the sharp shooting Wrens who are, once again, small bore rifle champions of the women's services, a title they secured in the championships at the WRAC Depot at Guildford.

The team, some of whom have been shooting only for a matter of months, were trained by Lieut. M. Ayling and AA(O)1 R. J. S. Curtis, from H.M.S. Daedalus.

Chief Wren P. Low achieved the highest score in the match with 198 points from a possible 200.

The Inter-Service champions are: 1/O J. Bolton King, 2/O M. Stevens, Chief Wren P. Low, Chief Wren B. Wakefield, PO Wren S. Birch, PO Wren F. Clarke, Ldg. Wren J. Gowland, Ldg. Wren J. Cronin, Wren Z. Baal and Wren S. Marshall.



Champions in the Far East — H.M.S. Llandaff's tug-of-war men tugged their way to the Fleet Trophy during the Febsport competitions in Singapore in February.

JIM'S RECORD RETURN

After injuries had dogged him last season, Cpl. Jim Douglas, R.M., former NATO Trophy holder and one of the Navy's top athletes, was back in action with a vengeance on May 12. He broke the Navy 800 metres record.

His achievement came at the Victory Stadium, Portsmouth, during the Navy's match with St Luke's College, Exeter, and Cardiff College of Education.

Douglas "annihilated" the 800 metres field in 1min. 51.6sec. — then romped home in the 1,500 metres in 3min. 55.9sec.

With Commonwealth Games decathlon silver medallist Peter Gabbett winning the 100 metres and pole vault, finishing second to Sgt. John Watts R.M. in the discus and running in the 4 x 400 metres relay team, the strong Navy line-up won the match by a 50-point margin.

Result: R.N. 158, St Luke's 108, Cardiff 95.

Although without many top performers, R.N.A.C. (South) scored an equally emphatic win three days later at the Victory Stadium in a club match against teams from Brighton and Hove, Portsmouth A.C. and Portsmouth College of Education.

Scores were: R.N.A.C. (South) 170, Brighton and Hove A.C. 113, Portsmouth A.C. 110, Portsmouth College of Education 42.

Joe's big 'double'

The pounding feet of CEA1 Joe Clare (H.M.S. Daedalus) carried him to a fine "double act" of race wins early in May.

Having won the Royal Navy Long Distance Road Race on May 8, he pounded the 26 gruelling miles of the Isle of Wight Marathon a week later to win it for the second successive year.

But the pleasure of victory in a field of 62 was tinged with the disappointment of being only 1min. 8sec. behind the Marathon's nine-year-old record time — and that after 2hr. 27min. 52sec. of running.

"But," said Joe, a member of the Royal Naval Athletic Club (South) team, "there's always next year when I shall be trying for my hat trick."

The R.N. Long Distance Road Race was held in conjunction with Portsmouth Athletic Club's annual Chichester to Portsmouth race.

Joe won in 1hr. 24min. 25sec. Second was LREM J. Bartley (H.M.S. Seahawk) in 1hr. 34min. 55sec., and third CPO G. P. Morrallee (H.M.S. Vernon) in 1hr. 39min. 13sec.

On target

Admiral Sir Horace Law, Commander-in-Chief Naval Home Command, was placed fourth when he took part in a special pistol competition during the Portsmouth Area Small Arms meeting at Tipnor Range, Portsmouth, on May 19.

Fixtures

JUNE

2—Fencing: Inter-Service Triangular, Aldershot.
3-4—Cricket: Inter-Command Championships, Plymouth.
3-9—Shooting: N.A.C. Skill at Arms Meeting, Lee-on-Solent.
4—Cycling: Royal Navy Track Omnium, Alexandra Park, Portsmouth.
5—Cycling: Royal Navy Massed Start Championships, H.M.S. Daedalus.
8-9—Athletics: Royal Marine Championships, Portsmouth.
9-26—Royal Tournament, Earls Court.
13—Cricket: Royal Navy v. R.A., U.S. Portsmouth. Rowing: Joint Services Regatta, Pangbourne. Water Polo: Royal Navy v. Sutton and Cheam, Portsmouth.
14-18—Fencing: Royal Tournament, Earls Court.
15—Cricket: Royal Navy v. Authentics, Oxford.
19—Fencing: Granville Cup, AFA HQ.
26—Fencing: Savage Shield, AFA HQ.
28—Golf: Royal Navy v. R.A.F., Royal St Georges. Royal Navy v. Army, Royal St Georges.
29—30—Athletics: Inter-command Championships, Portsmouth.
30—Golf: Royal Navy v. Civil Service, Royal Cinque Ports.
30-July 10—Shooting: Royal Navy Small Arms Meeting, Bisley and Ash.

GRUELLING 50 MILER

Only 18 of the 60 starters finished the gruelling 50-mile senior race during the Wessex Circuit Championships sponsored by the R.N. Cycling Association at H.M.S. Daedalus on May 15.

Three RNCA members were in the race, which was won by British Olympic rider Harry Jackson.

MINIATURE MEDALS

We can make up any required set of Miniature Medals. We have them for every campaign since 1900. They are not expensive. The set – 1939-45 Star/Atlantic Star/Defence Medal/War Medal costs only 45/-. Send for quotations and tell us the medals you want. Ribbon bars either with pin at back or for sewing on to uniform 1/- per ribbon. Your own full-size medals mounted – 4/- per medal. Wire and silk **Blazer Badges.**

Enquiries with stamp to

ROBERT ANDREW LTD.
10 Manchester Street
Oldham, Lancs.

REMOVALS & STORAGE
COUNTRYWIDE SERVICE
Packing and Shipping
WHITE & CO. LTD.
2 STUBBINGTON AVENUE
PORTSMOUTH
Telephone 63221
ALSO AT
SOUTHAMPTON, BOURNEMOUTH
WINCHESTER, LONDON

? ? ? ? ? ? DO YOU ? ? ? ? ? ?
collect stamps? If so, try a selection of our approvals. No specialist stuff. Just interesting stamps – thematics – Whole World – Colonial – Junior or medium. G.B. & U.S.A. used selections also available. Discount. No gimmicks. U.K. or B.F.P.O. addresses only. Please enclose 3p stamp.
ALMAR STAMP CO., P.O. BOX 8, POOLE, DORSET, BH15 2BB

HOME TUNE
ELECTRONIC ENGINE TUNING
YOUR OWN BUSINESS in nation-wide HOME TUNE fleet. You need mechanical or electrical ability, £1,250, and enthusiasm. We supply ALL equipment including new vehicle and electronics, stock and full training. Full-time supervisory director helps you earn £3,000 p.a. and more, starting full-, or part-time. **HOME TUNE – the success story of the seventies – maximum opportunity with minimum risks**
Dept. N.N., Allied House, North Street, Leatherhead, Surrey.

SIMPSONS
0273 BRIGHTON 500388
3A CHURCH HILL, PATCHAM, BRIGHTON BN1 8YE
BUSINESS SALES SPECIALISTS

FREEHOLD HARDWARE DOMESTIC SHOP. Lovely West Sussex Coast. Genuine retirement sale after more than 20 years. Good weekly turnover with great scope. Spacious family home with garden and garage. To include valuable property only £8,600. S.A.V.

SUPERB FISH AND CHIP Business with outstanding family home. West Sussex Costal Town. Weekly turnover exceeds £200. Tremendous scope. Long secure lease. Highly recommended at £6,500.

MORNING COFFEE, Light Luncheons, Afternoon Teas, lovely mid-Sussex Downland village – Superbly appointed sales shop, seating for 30. Tremendous scope, completely unopposed. Delightful modn. home. All held on secure lease with moderate rental. Only £4,000.

£50 WEEKLY PROFIT from easily run Conf., Tob., Toy shop, most popular Sussex coastal town. – Wkly t/o £350. Supr. 3/4-bedrmd home. Long val. lease, low rtl. Highly recmd. Only £3,950; S.A.V.

SUSSEX COAST – A VERY SUPR. SELF-SERVICE P.O. STORES with lovely spac. family home. Easy 5½-day wk. T/o £300. P.O. salary £1,000 p.a. Assured high income in delightful surrounds. Secure lease, low rental. Only £5,950; S.A.V. SOLE AGENTS.

FULL SELECTION ON REQUEST. PLEASE STATE REQUIREMENTS
BUY SECURITY – BUY A GOOD BUSINESS

SHE 'RETIRES' TRIUMPHANT!

Although H.M.S. Malcolm had already paid off for disposal, her soccer team ensured that, whatever the ship's future might hold, her name would long be remembered as the first holder of the Western Fleet Knock-Out Trophy for small ships.

Recalled from the various drafts, to which they had dispersed for the new competition's first finals day at Portsmouth on May 5, they beat H.M.S. Dundas 5—1 with four of their goals coming in extra time.

Dundas scored first through West after 11 minutes, but Rae equalized for the Malcolm in the 32nd minute and the score remained 1—1 until those extra time goals came from Wilkinson (2), McKenzie and Ledsham.

On a nearby pitch the all-conquering team of H.M.S. Ark Royal beat H.M.S. Norfolk 3—1 in the final of the big ships section.

The Norfolk, although encouraged by a good luck telegram from Norwich City F.C., were behind after only three minutes when former Navy player Arnold Reed scored from a penalty, and 2—0 down after only six minutes when Ritchie got the Ark's second.

A 34th minute penalty by Heron pulled one back for the Norfolk, but the Ark clinched victory with Ritchie's second goal in the 82nd minute.

The King George V Cup for section one (big ships), and another cup for the small ships section, were presented by Admiral Sir William O'Brien, Commander-in-Chief Western Fleet.

An entry of 44 ships (28 big and 16 small) had ensured the success of the competition's first experimental season.

Action from the K.O. contest



Picture NA Paul Wellings


Picture: NA I. Anderson

Above: A dramatic moment as men of the Navy's two biggest ships clash in the semi-final of the Western Fleet Knock-out competition. H.M.S. Ark Royal beat H.M.S. Eagle 3—1.

Left: The Ark beat H.M.S. Norfolk by the same score in the final, but this flying header from former Navy player, Lieut. Arnold Reed, was just wide of the mark.

SPORT 2

Rising to the top

Moor in a final

Sportsmen at one of the Royal Navy's smaller "outposts," H.M.S. Forest Moor, the W/T station at Darley, near Harrogate, Yorkshire, have made their mark in the soccer world by reaching the League Cup final of the Harrogate and District League.

Meeting strong Fire Service opposition in a tense, hard-fought final, the Forest Moor "underdogs" were beaten only by a lone goal towards the end.

The Harrogate Advertiser reported that Forest Moor put up a terrific fight and "proved very gallant, sporting losers — a fact that did not go unnoticed by the crowd."

R Mech. J. K. Cusack wrote to Navy News to suggest that their great effort to reach this cup final "would be a good way to announce our existence in naval football and also as our debut in your paper."

The Inter-Command Lawn Tennis Championships for the Morice Bowl take place at the United Services Officers' Club, Portsmouth, on Thursday and Friday, July 8 and 9.

DRAKE TOTS UP A SUCCESS SEASON

H.M.S. Drake wound up their most successful soccer season for many years by beating CTCRM Lympstone 6—4 in the final of the Devon Wednesday League Cup.

Already division one title holders, Drake thus completed the double. Their other achievements during the season included being premier division runners-up and Senior Challenge Cup finalists in the United Services (Plymouth) League.

With CPO Pittway as team secretary and coach, AB Brumwell was top scorer with 38 goals in 24 games.

Drake's total analysis for the season was: played 41, won 33, drawn one, lost seven, goals for 167, against 67.

With H.M.S. Ark Royal winning the premier division, division one and the Senior Challenge Cup in the U.S. (Plymouth) League, H.M.S. Fisleigh won the Junior Challenge Cup and H.M.S. Cleopatra had a 100 per cent. record to win division two with twice as many points as their nearest rivals, H.M.S. Bulwark.

Champagne time at Collingwood

There was good cause for celebration after H.M.S. Collingwood's last United Services Portsmouth League match of the season (against H.M.S. Dolphin) on May 10.

The first team had romped away with the league championship for the third successive season. In an unbeaten league programme they won 11 of their 12 matches, scored 45 goals and conceded seven.

They also won the league's Senior Challenge Cup and got to the final of the Navy Cup before going down 0—1 to Daedalus.

With Collingwood teams playing in the first, second and third divisions of the U.S. Portsmouth League, the second XI won the Charity Cup which is open to all league teams except those in division one.



POPTI Blandford, Collingwood's team captain takes "gulpers" from the U.S. Portsmouth League division one trophy which had been presented to him by Capt. G. W. Bridle (left). Collingwood's P.T. officer, Lieut.-Cdr. Sheppard, is on the right.

It was only about 18 months after taking up the sport seriously that MEA John Blake, Navy freestyle sprint champion, made his international swimming debut for Great Britain against the might of East Germany.

Competing against some of Europe's top swimmers, John's time of 56.6sec. in the 100 metres freestyle relay was only 1.6sec. outside the qualifying time for the Munich Olympics and, as reported last month, won him a place in the individual race in this two-day match at Croydon in April.

Although fourth in this race, which millions saw on television, John's time was, again, only about 1.6sec. behind that of the winner.

This high spot in John's meteoric rise to the top in swimming was all the more remarkable because he had only just started serious training after spending nine months with H.M.S. Glamorgan during which it had been impossible to train regularly.

To maintain a consistent standard at this level of sport, regular training for John (now drafted to the Fleet Maintenance Group) at present means two 1½-hour sessions each day with his coach, John Edmonds. But, he says: "As I go further along, I hope to do more than that."

SPOTTED 'PADDLING'

For John, a Londoner who has been in the Royal Navy for seven years, the swim story began one day when he was "paddling around" in the pool at the R.N. School of P.T.

He was spotted by swimming coach, Chief PTI Ralph White, who, as John puts it, "decided I was going to make it as a swimmer."

Now, he is the Navy's 100 and 200 yards freestyle record holder and shares with Barry Shepherd, another Navy swimmer, the Inter-Service 100 yards record.

GOOD COACHES

John says he owes much of his success to the training given in the Navy. "We are really lucky in the Navy with our swimming coaches," he says.

Although he says "swimming is my life now," and his ambition is to reach the top in sprinting, he sees his swimming against the background of his naval career which has given him a good job as a Marine Engineering Artificer.

John won selection for the Great Britain team against East Germany by returning the fourth fastest time in the A.S.A. trials.

A SHARP SHOT FOR MALTA



International champion — it's a grand title, and an accurate one in the case of AB James Schembri, of H.M.S. St Angelo, Malta.

Schembri, who has been in the Royal Navy for nine years, was a member of Malta's national team which won the National Rifle Association's overseas rifle pistol match, 1970.

Malta's score of 969 was eight ahead of the runners-up, Singapore. Kenya scored 922.

The prize was the Empire Day Challenge Cup, presented by Col. R. W. Ffennell, and all eight members of the team received Lord Wakefield silver medals.

No 'Smoke'ing

Blue Smoke, a 30ft. sloop, became Kestrel of Kernow when it was acquired from a private company for the Fleet Air Arm, and was renamed on May 24th by Lady Fell, wife of Vice-Admiral M. Fell, Flag Officer Naval Air Command.

SPORT 3

Tourists win all matches

The Combined Services soccer squad, which included five Navy players, scored 100 per cent. success in its tour to Gibraltar in May.

Kicking off the tour in the U.K. on May 11 against top amateurs, Wycombe Wanderers at High Wycombe, the Combined Services won the Westminster Hospital Cup with a 2—1 victory, one of the goals coming from Navy player, Lieut. Trevor Huxtable.

On the Rock the tourists defeated Gibraltar F.A. 4—0 on May 15 and the following day won 1—0 against the Combined Services, Gibraltar.

Navy players in the squad were goalkeeper ME "Paddy" Hopley (Ark Royal), Mne Ray Johnson (Eastney), OEM George Welsh (Fife), Cpl. Tony Taylor R.M. (Deal), and Lieut. Huxtable (Collingwood).

Hockey juniors shine

The high standard of play shown by the Royal Navy junior hockey XI during a three-match tour of the North Midlands between April 3 and 7 augurs well for the future of Navy hockey, says Lieut.-Cdr. B. W. C. Middleton, Hockey Association senior coach.

Such was the standard of play by the team, whose average age was only 19, that their opponents asked them to visit the area again next season.

The party, accompanied by Lieut.-Cdr. Middleton and PO A. Buckle, H.A. coach, comprised 17 players, including two goalkeepers and three 16-year-olds.

Taking into account the superior age, physique and ability of two out of the three teams encountered, the results were impressive, says Lieut.-Cdr. Middleton.

Results: Shropshire Under 19s 3, R.N. Juniors 2 (at Shrewsbury), Warwickshire Under 22s 3, R.N. Juniors 1 (at Coventry), Stafford Under 22s 0, R.N. Juniors 0 (at Stafford).

The team stayed at R.A.F. Stafford and carried out the tough training and coaching schedule using facilities provided by the R.A.F.



Royals spring to action!

Royal Marines won most of the honours in the first Royal Navy and Royal Marines Trampoline competition at the R.N. School of P.T. on May 14.

The senior award went to L/Cpl. D Miles (CTCRM Lympstone), the junior to Junior Marine B. Crabbe (Deal), and the Wrens' award went, by a convincing points margin, to Marine Wren Mary Fasham (Deal).

The Royal Marines team from Deal won the junior team event.

But the Marines were prevented from achieving the "grand slam" by teams from H.M.S. Heron (the R.N. air station, Yeovilton) who won the Wrens' team award, and H.M.S. Neptune (the Clyde Submarine Base), who won the senior team title.

Capt. C. A. W. Weston, Director of Physical Training and Sport, who presented the prizes, said he had been greatly impressed with the standards shown in the Navy's newest sport.

New 'top Rockers' contest

Details are to be announced this month of a new Fleet sporting competition, the Top of the Rock Race, a team event which gets under way soon for all ships visiting Gibraltar.

Operating over half-year periods, the winner will be the ship whose team has the lowest aggregate time for the first six runners home.

They will get the Rock Race Trophy, a silver replica of the Rock, which they will hold for six months. All runners who complete the course will receive a Fleet "Top of the Rock" certificate.

H.M.S. Rooke and ships refitting at Gibraltar will be eligible to enter. The course is about 2¾ miles long and climbs to about 1,200 feet. But the view from the top is terrific!

'Nurseries' of Navy cricket

While the summer got off to a splendidly sunny start, the same could not be said of Royal Navy cricket, **writes Smiter.** Both the United Services in Portsmouth and Plymouth made disappointing starts to the season.

One problem with Navy cricket in the two main ports is to find out who is available and what is their standard. This meant that, in Portsmouth at least, no fewer than 35 players took part in the first five matches.

Although this does not encourage continuity, it has given a large number of players a chance to be seen on a fine ground and against good opposition. This is the only "breeding ground" the Navy has for those who aspire to represent their Service.

GOOD WICKETS

Playing on good fast wickets gives batsmen the chance to air their strokes, knowing the ball will come through evenly.

It is regrettable that few establishment grounds have pitches where you do not need an eagle eye to watch the uneven bounce, thus restricting positive stroke making (except of the "agricultural" type!).

True wickets soon find out the bowler who previously relied on the pitch to help him get his wickets. Playing at either of the U.S. grounds, a bowler will have to rely on length and direction.

For the fielder, a close, fast outfield sharpens up anticipation and movement. There is nothing better for a wicketkeeper than a true pitch where he can take the ball from the medium paced bowlers standing up.

Portsmouth area's most successful batsman so far has been Lieut. Peter Dunt (H.M.S. Charybdis). Besides scoring two fifties for U.S., he has taken several close to the wicket catches.

He is an attacking batsman — a fact proved by the 14 he took off the first over of an RNCC game.

The most successful bowlers have been Lieut. Simon Newsom and Inst. Lieut. Gordon Grace. Both are contenders for Navy caps, the latter being in his first year in the Navy. His experience as a batsman and opening bowler in the Yorkshire League makes him a formidable force.

Lieut. Steve Mackay (H.M.S. Antrim) has shown the swiftest bowling, but has still to settle his length and direction.

The RNCC had their first win in a new fixture against the Infantry at Warminster. There were three Service caps in each side.

Batting first, the RNCC got a good start with Derek Oakley (51) and Peter Dunt (23) putting on 45 for the first wicket.

Six batsmen made double figures in an innings of 175, with Malcolm Hunt scoring 27.

The Infantry were soon in trouble against Mackay (3—36) and Colin Hues (5—27). The last two wickets fell to Roger Russell, and the RNCC had won by 93 runs.

OFF TO EARLS COURT

Becoming dismounted champion at arms and winning the sabre and the foil competitions, CPO R. Tiller helped H.M.S. Daedalus to win the light weapon team competition at the Royal Navy Fencing Championships in R.N. Barracks, Portsmouth, between May 3 and 8.

Second was H.M.S. Thunderer, third Depot R.M., fourth H.M.S. Excellent, and fifth H.M.S. Eagle.

Placings in both the sabre and the foil were — second Lieut. C. C. Walker (H.M.S. Bristol), and third Lieut. D. P. Foster (H.M.S. Fulmar).

Inst. Lieut.-Cdr. J. N. McGrath (RNEC Manadon) won the epee competition with Lieut. P. R. C. Johnstone (H.M.S. Eagle) second, and Lieut. Walker third.

Wren L. Clauson (H.M.S. Fulmar) won the ladies' foil with Ldg. Wren A. S. Bennett (H.M.S. Heron) second and Wren S. H. Waghorn (H.M.S. Daedalus) third, and Wren L. D. Rankin (H.M.S. Warrior) fourth.

The leading fencers qualify for the Royal Tournament Inter-Services competition at Earls Court, London, from June 14 to 18.

Sports shorts

FAST RUN BY AIR

The Fleet Air Arm crew notched up the fastest ever field gun run at H.M.S. Daedalus on May 18.

Their time of 2min. 45.2sec. was two seconds better than the previous record, set in 1968, also by the Fleet Air Arm.

★

Air command won the Inter-command small bore pistol match for the first time since 1967. Portsmouth, last year's winners, were second, and Plymouth third.

Portsmouth 'A' (1970 winners) won the Inter-Command small bore rifle match with Plymouth (including Scotland) second.

Talk by a top ref.

Mr. W. Mullen, from Dalkeith, a Scottish League and European Cup soccer referee, spoke of his experiences in top class refereeing to 24 R.N.F.A. referees and players in the Rosyth area at their last full meeting of the season.

Mr. Mullen was presented with a crest from H.M.S. Lochinvar.

H.M.S. Daedalus collected one point from their two matches in the Naafi Jubilee Trophy to find the champion soccer unit of the three Services.

Beaten 5—1 by the Army champions, SEME Bordon, at Lee-on-Solent on May 24, they came back to draw 2—2 with R.A.F. Marham two days later at Halton, Buckinghamshire.

R.M. Depot Deal won the Royal Marines water polo championships at Eastney on May 6 and 7, but only because they had the best goal average.

Three teams — the Depot, 45 Commando and RMB Eastney — tied for first place with six points each.

★

For the second time in three years the Royal Marines won a seven-a-side rugby tournament against Army units at Bramley in April.

The nucleus of the Corps team came from Depot R.M., Deal.

Plymouth won the inter-Command Match Play Championship at Tavistock Golf Club on May 10, 11 and 12. Second were Naval Air Command, third Royal Marines, and fourth Portsmouth.

GABBETT TOPS THAT RECORD!

The Royal Navy's Peter Gabbett became the top decathlete in Britain and the Commonwealth when he totalled 7,639 points in winning for Great Britain against Holland and Belgium at Leicester on May 22.

Fine efforts in the shot and discus, with 14ft. 3¼in. in the pole vault and 4min. 41.5sec. for the 1,500 metres, helped Peter to beat the Commonwealth record of 7,586 points held by Geoff Smith (Australia).

PADDLING PARTNERS

Rowell and Johnson, from H.M.S. Fisgard, complete the third day of the Devizes-Westminster race at Teddington.



Canoeists had a gruelling Easter week-end when, for the first time, the R.N. Kayak Association entered senior and junior teams of five crews each in the 125-mile Devizes to Westminster Race.

But it was all worthwhile, because the four senior crews who finished, came 12th, 14th, 18th and 28th to gain third place in the team event (Royal Marines were second).

Four crews of the junior team (average age 17) finished 27th, 31st, 32nd and 36th to be the first Service junior team.

Of 120 senior crews, 61 finished, while 65 of the 85 junior crews came through. The first day of the event was reckoned to be the worst for the race since 1958.

ALL SPORTS KIT AND EQUIPMENT
at Keenest Prices
SPECIAL TERMS TO SHIPS TEAMS
Enquiries invited
GREENBURGH BROS. LTD.
THE SPORTS SHOP
81/82 QUEEN ST., PORTSMOUTH
TELEPHONE 26331

`Isn't it romantic...'

(RUNS THE POPULAR SONG)



Not exactly the P and O Line, and the water is the grey North Sea and not the blue Med., but who cares about glamorous chiffon or white tuxedos?

Before old shipmates yell "Shiver me timbers," and ask whatever the Navy is coming to now, the touching scene (left) was caught by the camera when members of the Royal Naval Reserve headquarters units at Chatham and Northwood sailed from Dover to Antwerp on May 14, in H.M.S. Leopard, for a training week-end.

The party comprised 120 R.N.R. officers and Wrens.

Picture: Russ Whalley.

Big Air Day in N. Ireland

An important Air Day date was missed from the recently published list. It is that at Sydenham on June 26, forming the main naval contribution to the Ulster '71 Exhibition.

Devonshire back

H.M.S. Devonshire, which was the Royal Navy's first County class guided missile destroyer, recommissioned on May 25 after a long refit at Portsmouth.

After a courtesy visit to the Channel Islands, trials and work-up, she will join the Fleet.

It's all birds . . .



HOME FROM THE 'WARM' ANTARCTIC

Seven months after leaving Portsmouth, the Royal Navy's ice patrol ship, H.M.S. Endurance, returned from the Antarctic on May 25.

Returning to the beginning of the European summer, the Endurance had experienced one of the Antarctic's warmest summers for many years.

With gales and blizzards giving way in December to long periods of calm seas and clear sunlit days, the Endurance had been able to complete more of her task than in previous years.

"In fact," she reported, "there were few things planned which were not completed satisfactorily, and one or two small extras were tackled."

Air crash victim

Among those who died in the Yugoslavian air disaster in May was the chairman and treasurer of Bishop's Stortford Branch R.N.A., Shipmate Harry Devall.

A branch member for 15 years, Harry had worked hard to keep it going through the difficult years. He did his naval training at H.M.S. Ganges and his career included service in the former H.M.S. Warspite.

Big race mascot

It seems to be all birds in the Navy these days (not that Navy News or the customers are complaining!).

But perhaps the only real difference is that there are more cameras about in the modern Fleet to record that Jack is still held in the greatest affection by the ladies.

Now what's going on at Rosyth Dockyard?

This well-proportioned miss is Anne Stewart, of Edinburgh, who asked H.M.S. Rapid if she could be their mascot for the big race against H.M.S. Cavalier, planned for July 6.

Needless to say, the ship's company welcomed the idea, and Anne went along for a visit, and had her picture taken in this "refit-stopping" white bikini.

Peaceful 'demo' in Belfast

For the second year in succession the float entered by the R.N. Aircraft Yard, Belfast, in the Belfast Lord Mayor's Show won the prized Lord Mayor's trophy.

Theme of the show was "Ulster '71 — by our skills we live," and the RNAY float (pictured here) depicted the value in world-wide defence of the yard's skills. It was "crewed" by a bevy of charming girls from the yard and by apprentices who had played a leading part in its construction.

Presentation of the winner's plaque was made by the Lord Mayor (Ald. J. F. Cairns) to the Apprentices' Training Officer (Mr. J. R. McKeown).

The event took place on Saturday May 15, the day after the opening of "Ulster '71" by the Lord Mayor of London.





Why not sign on with Stanley Gibbons who can help you with your hobby

STANLEY GIBBONS LTD.
APPROVAL DEPT. (N)
391 STRAND, LONDON WC2R 0LX

Please send me details of your stamps on approval service.

NAME:
ADDRESS:

Published by the Navy News, R.N. Barracks, Portsmouth, and printed by Portsmouth & Sunderland Newspapers, Ltd., The News Centre, Hilsea, Portsmouth.